URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6 1992

Mar. 2 1992
To
Apr. 6. 1992

Agendas / minutes of the Transport and Environment Committee of Council

URBAN/MUNICIPAL
CA4ON HBL A05
C51T6

J.J. SCHATZ
CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

TEL: 546-2700
FAX: 546-2095

1992 February 27

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1992 March 2
9:30 o'clock a.m.
Room 233, City Hall

URBAN MUNICIPAL
MAR 2 1992
GOVERNMENT DOCUMENTS

Kevin Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS**

(a)	10:00 a.m.	-	East 19th Street - Alley
(b)	10:15 a.m.	-	615 Main Street East - Alley
(c)	10:30 a.m.	-	297 Mohawk Road East Snow Clearing Charges Mrs. Rose Chiesa

2. **CONSENT AGENDA**

3. **ACTING CHIEF ADMINISTRATIVE OFFICER**

Response to the Ministry of the Environment
Regarding the Transfer of Chemicals (PCB's)

4. **DIRECTOR OF TRAFFIC SERVICES/ACTING DIRECTOR OF PUBLIC WORKS**

Egress from the former Robinson's Store Site to MacNab Street

5. **ACTING DIRECTOR OF PUBLIC WORKS**

Supply of Potable Water

6. **DIRECTOR OF TRAFFIC SERVICES**

Traffic Conditions on Owen Place

7. **CHAIRPERSON'S REPORT**

Regional Police Involvement in Enforcement of
Parking Violations and Noise Complaints

8. **SECRETARY - TRANSPORT AND ENVIRONMENT COMMITTEE**

i. Ontario Traffic Conference
Annual Convention
Pembroke, Ontario
1992 May 31 to June 3

ii. Resolution from the City of Windsor respecting
Continued Use of Train Whistles

9. **ALDERMEN V. J. AGRO**

Fence Request - 201 Bay Street North

10. **NEW BUSINESS**

11. **ADJOURNMENT**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEMS	ORIGINAL DATE	ACTION	STATUS
1.	Crescent Oil Co. of Canada - Confidential Land Use	1991 March 18	Alderman V. J. Agro	Tabled
2.	Closure of East/West Alley South of King Street East between John and Catharine Streets	1991 July 22	Mr. G. Aston (Mongeon/Pappas)	Tabled
3.	Parking Regulations - Albany Avenue between Kenilworth Avenue North and Robins Avenue	1991 October 21	Alderman D. Wilson	Tabled
4.	Intersection Control - Greenhill and Monte Drive - Greenhill and Summercrest Drive	1991 September 16	Alderman D. Agostino	Tabled
5.	Parking Prohibition Greenhill Avenue between Vienna Street and Pavarotti Court	1991 October 21	Alderman D. Agostino	Tabled
6.	Residential Boulevard Parking 174 Market Street	1992 January 6	Alderman V. J. Agro	Tabled
7.	Intersection Control Bowman and Sussex Streets	1992 January 6	Alderman M. Kiss	Tabled
8.	Delegations for School Crossing Guards	1992 January 6	Mr. M. F. Main Director of Traffic Services	Comprehensive Report Pending
i.	Easterly intersection of Bendamere Avenue and Columbia Drive	1992 January 6	Alderman D. Ross	Tabled
ii.	Intersection of Kenilworth Avenue and Monterey Avenue	1992 January 6	Alderman D. Wilson	Tabled
iii.	Intersection of Sanatorium Road and Rice Avenue	1992 January 6	Alderman D. Ross	Tabled
iv.	Intersection of Main Street West and Whitney Avenue	1992 January 6	Alderman M. Kiss	Tabled

9.	Intersection of King Street East and Main Street East - Delta Safety Concern	1992 February 3	Alderman F. Eisenberger	Report Pending
10.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Mr. M. F. Main Director of Traffic Services	Report Pending Public Meeting

Kevin C. Christenson, Secretary

1992 February 27

DELEGATION
1 (a)
10:00 am

CITY OF HAMILTON

- RECOMMENDATION -

DATE: February 21, 1992
S611-01A L. MacNeil

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

RECEIVED
FEB 21 1992
CITY CLERKS

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

By-law to authorize the sale of the public ALLEY, lying immediately north and East of 103 East 19th Street.

RECOMMENDATION:

a) That the appropriate By-law for the sale of the alley lying immediately north of Lot 50 and west of Lot 2, Registered Plan 541, described as Parts 1 and 2 on Plan 62R-11914, be forwarded to City Council for enactment on March 10, 1992.

b) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd .....

Cont'd .....

BACKGROUND

We have advertised the Public Notice on Wednesdays, February 5,12,19 and 26, 1992 in the Spectator, pursuant to Section 300 of the Municipal Act.

NOTE: As this By-Law is being recommended on the assumption that the necessary Judge's Order has been issued and registered prior to the Council meeting to be held to enact this By-law, in the event that the Judge's Order is not issued and registered before the said Council meeting, the Committee's Secretary will be notified to remove this By-law from the Council agenda. The By-law will be brought to the first meeting of Council after the registration of the Judge's Order.

KML:ljm
Encl.

cc: Mr. J. J. Schatz, City Clerk
Att: D. Geroux (encl.)

PUBLIC NOTICE

To stop-up, close and sell the portion of an Alleyway from a line forming the South/East Angle of Lot 50 and the South/West Angle of Lot 2, Registered Plan Number 541, running Northerly and Westerly to the Eastern limit of East 19th Street, according to the said Registered Plan Number 541 lying immediately north of Lot 50 and West of Lot 2, Registered Plan 541, being the alleyway adjacent to Number 103 East 19th Street.

Notice is hereby given pursuant to Section 300 of The Municipal Act R.S.O. 1990, Chapter M.45 that the Council of the Corporation of the City of Hamilton proposes at its meeting to be held in City Hall at 7:30 p.m. on Tuesday, March 10, 1992 to pass a by-law to stop-up, close and sell the alleyway lying immediately north of Lot 50 and West of Lot 2, Registered Plan 541 and the northerly 27.91 feet of the 15 foot alleyway lying between Lots 50 and Lot 2 on Plan 541 Registered Plan 62R-11914, being the alleyway adjacent to Number 103 East 19th Street.

To Frederick and Wilma Daskaluk Parts 1 and 2 on Plan 62R-11914 for the sum of $2.00 all in accordance with and subject to the terms and conditions of an Agreement dated July 3, 1991.
A plan (62R-11914) showing the lands to be affected and a draft of the proposed by-law may be seen in the Roads Department, 6th Floor, City Hall, Hamilton.

On Monday, March 2, 1992, at 10:00 a.m., City Council through its Transportation and Environment Committee, will hear in person, or by his counsel, solicitor or agent, any person who claims that his lands will be prejudicially affected by the said by-law and who applies to be heard. Any such person who wishes to be heard should make written application to the following individuals as soon as possible:

Mr. K. Christenson Secretary
Transport and Environment Committee
City Hall, 71 Main Street West
Hamilton, Ontario
L8N 3T4

J.J. Schatz
City Clerk
The Corporation of the
City of Hamilton

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO AUTHORIZE THE SALE OF PART OF AN ALLEY ACCORDING TO REGISTERED PLAN NO. 541

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, to sell any highway or part of a highway;

AND WHEREAS The City of Hamilton does hereby intend to authorize the sale of of Parts 1 and 2 on Plan 62R-11914 which is a portion of the closed part of the alley;

AND WHEREAS The Corporation of the City of Hamilton is the registered owner of the land adjacent and to the north of the said portion of the closed alley and the purchasers named in paragraph 1 below are the owners of the land adjacent to the other side of the said portion of the closed alley, the said land known as Lot 50 on Registered Plan 541, and The Corporation of the City of Hamilton does not require the portion of the said part of the closed alley adjacent to its land;

AND WHEREAS the Council of the Corporation of the City of Hamilton approved at its meeting July 30, 1991, in adopting Item 9 of the 10th Report of the Transport and Environment Committee, the sale to Frederick and Wilma Daskaluk, of the said Parts 1 and 2, 62R-11914 lying immediately adjacent to Lot 50, Registered Plan number 541, for the sum of $2.00, all in accordance with and subject to the terms and conditions of an Agreement dated July 3, 1991, subject to the highway closing and sale procedures in the Registry Act and the Municipal Act;

AND WHEREAS The Corporation of the City of Hamilton is the Owner of the portions of the said closed alley;

AND WHEREAS Notice of the City's intention to pass this By-law to authorize the said sale has been published on February 5,12,19 and 26, 1992 as required by Section 300 of The Municipal Act;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this by-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the soil and freehold in those portions of the said portion of the closed alley described as Parts 1&2, Plan 62R-11914, be sold to the owners of Lot 50 on Registered Plan 541, namely Frederick and Wilma Daskaluk, or their successors in title, for the sum of $2.00, in accordance with the provisions of the agreement above noted.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

Bill No.

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PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

DELEGATION
1 (b)
10 : 15 a.m.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 January 30
T103-03(294) J.K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

RECEIVED
FEB 7 1992
CITY CLERKS

SUBJECT:

Proposed Portion of Alleyway Closure:
Rear of Number 615 Main Street East

RECOMMENDATION:

A)

i) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of The Registry Act, R.S.O. 1980, for an order to stop-up and close a portion of the unassumed east/west alleyway at the rear of Number 615 Main Street East;

ii) That the Commissioner of Transportation/Environmental Services be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.

iii) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.

iv) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.

v) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.

Cont'd .....

Proposed Portion of Alleyway Closure:
Rear of Number 615 Main Street East

Cont'd .....

vi) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

vii) That the applicant provide an easement to Bell Canada for their existing plant on the north side of the proposed closure;

viii) That the applicant provide an easement to Hamilton Hydro for their overhead wires located in the subject area.

Provided the Judge's Order to close the highway is granted:

B)

i) That the Commissioner of Transportation/Environmental Services be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s).

ii) That the City Clerk be directed to publish a notice pursuant to Section 30l of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from W. Hockney, agent for J. B. Marlatt Funeral Homes (1985) Ltd., (615 Main Street East, Hamilton, L9H 1V5) an abutting owner, to close the subject alley as shown on the attached drawing.

The present alley system is in the block bounded by Main Street East, Burris Street, Sanford Avenue South and Aikman Avenue. The alleyway is presently used by area residents and the funeral home has a parking lot adjacent to the subject alleyway.

Cont'd .....

Proposed Portion of Alleyway Closure:
Rear of Number 615 Main Street East

Cont'd .....

Wm. Hockney informs us that Marlatt Funeral Homes is interested in using the space to improve their parking facilities and to stop vehicles from disrupting funeral processions as they are preparing to leave the area.

The subject alleyway has been effectively closed off at the westerly limit and area residents building are using the parking lot of Marlatt Funeral Home for access to Main Street.

The applicant finds this to be disruptive when preparing for a funeral procession.

We have circulated notice of closure to the affected municipal departments and the Public Works Department is opposed to this request as the alley is used for garbage pickup. This Department has contacted the applicant and he has informed us that he will make provisions for an alternate garbage pick up location. There were no other departmental objections.

There were no public utility objections to this request. However, Bell Canada has indicated that an easement is required for their plant located on the north side of the subject closure.
Hamilton Hydro has overhead wires in the alleyway and require access for maintenance purposes.

Circularization to area residents in now complete and the results are as follows:

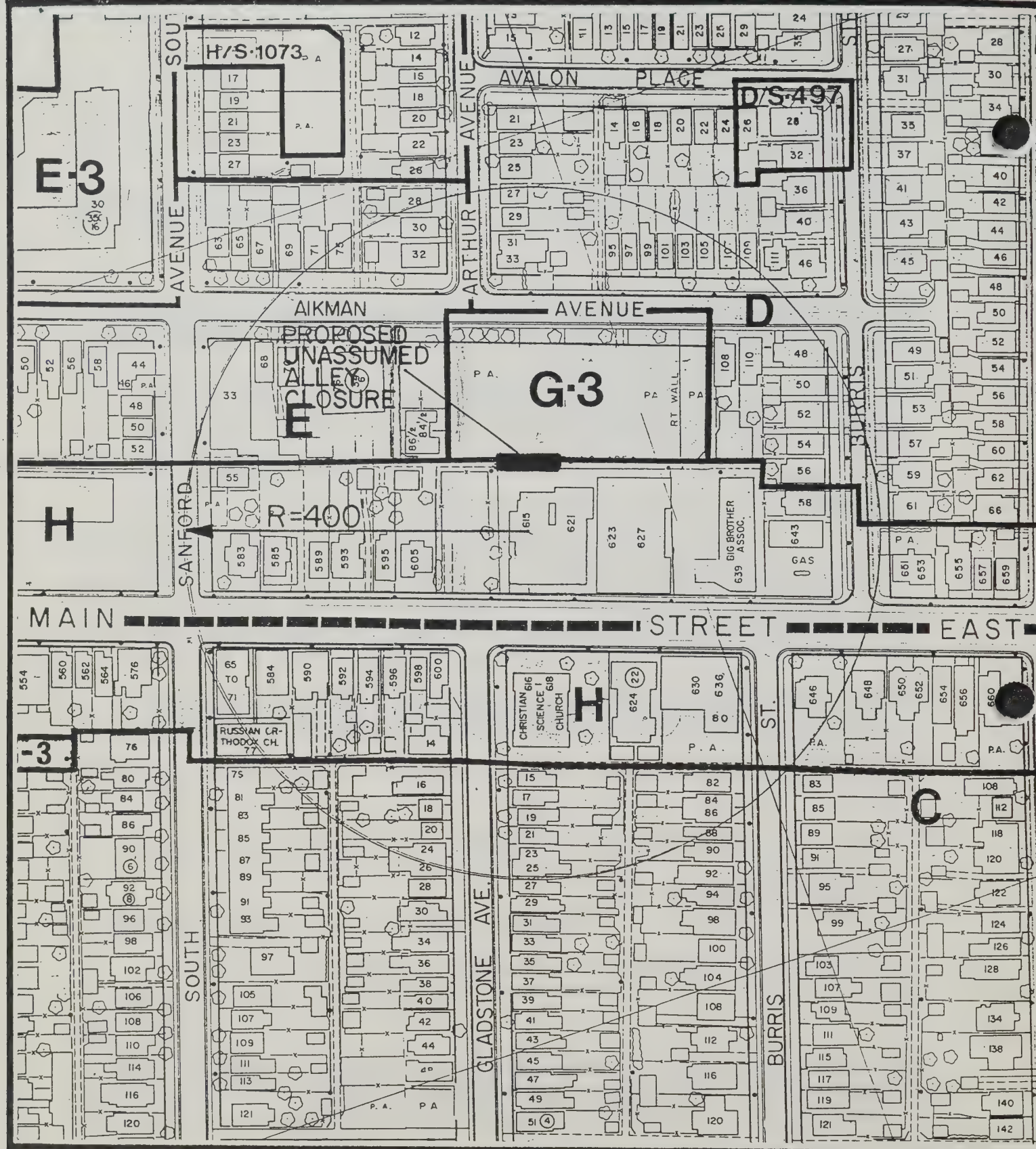
Total number circularized - 232
In favour - 11 Opposed - 4 No Response - 217

The reasons for the opposition to this closure were not given by three of the respondents and the fourth expressed concern that the closure would create traffic congestion.

Since the Transport and Environment Committee has received an application from an abutting owner to close the alley, and since the requested area is effectively blocked off to vehicular traffic, we have no objection to this closure request.

JKC:ja
Encl.

c.c. A. Zuidema City Solicitor's Department
c.c. Alderman D. Drury



LOCATION PLAN FOR PROPOSED UNASSUMED ALLEY CLOSURE

LEGEND

PROPOSED UNASSUMED ALLEY CLOSURE

PROPERTY OF APPLICANT

SCALE	FILE NO.	NORTH
N. T. S.	T103 – 03 (294)	

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF ENGINEERING

COMMENTS CONCERNING THE PROPOSED ROAD ALLOWANCE CLOSURE NOTED BELOW WERE PREVIOUSLY REQUESTED FROM YOU.

AS THE ANALYSIS OF THE PROPOSAL IS NOW COMPLETE, THE TRANSPORT AND ENVIRONMENT COMMITTEE WILL MAKE A RECOMMENDATION TO CITY COUNCIL CONCERNING THE PROPOSAL AT THE COMMITTEE MEETING TO BE HELD AS INDICATED IN THE BOX IN THE LOWER RIGHT CORNER OF THIS NOTICE.

THE MEETING IS OPEN TO THE PUBLIC AND YOU MAY MAKE VERBAL OR WRITTEN SUBMISSIONS TO THE COMMITTEE AT THAT TIME.

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**********************
*PROPOSED CLOSURE OF *
*A PORTION OF ALLEY  *
*AT THE REAR OF      *
*615 MAIN STREET EAST*
**********************
```

RECEIVED

FEB 10 1992

CITY CLERKS

HAMILTON-WENTWOR OR OCCUPANT
MUNICIPALITY
PO BOX 910
HAMILTON ONT
L8N 3V9

```
************************
*MEETING DATE          *
*MARCH 2 1992          *
*TIME  10:15 AM        *
*ROOM 233 CITY HALL    *
*DIRECT INQUIRIES TO   *
* MR J CLAIRMONT       *
* ROADS DEPT  546-4279 *
************************
```

DELEGATION

1 (c)

10:30 a.m.

Mrs. Rose Chiesa
126 Deerview Place
Ancaster, Ontario
L9G 4S3

February 4, 1992

Alderman Henry Merling
Chairman - Transport and Advisory Committee
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Henry

Re: 297 Mohawk Road East - "Snow Clearing Charges Assessed" dated January 22 1992

I am writing this letter to advise you of a disagreement regarding a "snow clearing charges assessed" form received on January 22, 1992. We were totally surprised to receive this invoice in our mailbox on this date. We had not received any prior notification claiming that snow had not been shovelled from our sidewalk.

I wish to inform you that: a) The snow had already been shovelled from the said sidewalk.

b) Any ice was shovelled as best as possible, considering the recent ice storm and sub-zero temperatures at that time.

c) Most sidewalks in the city were not shovelled, yet we made an honest effort to do the best that we could to clear it.

I can understand that the snow may not have been cleared to your standards - but in all fairness, we should have been advised if there was a problem. We received no notification of any deadlines to clear the snow, nor the fact that there may have been a problem with it. How is it that we managed to receive an invoice but failed to receive a notice that your offices said was left in our mailbox? We therefore, feel it is totally unfair to charge us for this work. Had we been notified we would have done our outmost to satisfy your request.

For the above reasons I wish to appeal this said charge of $381.50 levied on my tax bill for snow removal. I expect this charge will not appear on my future realty taxes.

Anxiously awaiting your reply and thanking you in advance for your anticipated action.

Sincerely

Mrs. Rose Chiesa (owner) 648-8131
Mr. Sam Merulla (tenant)

THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

Don't be slow...
clear your snow

SNOW CLEARING CHARGES ASSESSED

DATE .....JAN 22/92.....

TIME .....12:45 PM.....

ADDRESS ...297 Mohawk Rd E.....

PREVIOUSLY, ON JAN 21/92, A SNOW NOTICE WAS LEFT AT THIS ADDRESS REQUESTING YOUR COOPERATION TO CLEAN THE SNOW/ICE FROM THE SIDEWALK ADJACENT TO THIS PROPERTY, WITHIN 24 HOURS OF A SNOWFALL.

HOWEVER, DURING A SECOND INSPECTION, BECAUSE THE SNOW/ICE WAS NOT CLEARED AWAY, IN COMPLIANCE WITH STREETS BY-LAW NO. 9329, SECTION 7, IT WAS NECESSARY FOR THE CITY TO ARRANGE TO CLEAR THE SNOW FROM THE SIDEWALKS ABUTTING THIS PROPERTY.

THIS NOTICE IS TO ADVISE YOU THAT THE COSTS INCURRED WILL BE CHARGED TO YOUR PROPERTY TAXES.

109 x $3.50 per square metre = $ 381.50

FOR INQUIRIES PLEASE CALL 546-2785

DEPARTMENT OF PUBLIC WORKS
REPRESENTATIVE

COMPLETE IN TRIPLICATE

1 - Property Owner
1 - District Copy
1 - Office Copy

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 February 26

REPORT TO: Mr. K. Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Acting Director of Public Works

SUBJECT: Snow Clearing Charges
- 297 Mohawk Road East (92.0320.00)

RECOMMENDATION:

(a) That the fee of $381.50 for snow removal at 297 Mohawk Road East not be rescinded because on January 22, 1992, in compliance with Streets By-Law 9329, the City crews removed the snow from the sidewalk as shown in the polaroid picture taken just before the work was done and because the costs incurred have been charged in accordance with the direction from City Council.

D. LOBO, ACTING DIRECTOR
DEPARTMENT OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

If the charges are not assessed, the General Tax Levy will be burdened by the $381.50 not collected and potentially as well by the $16,726.16 in snow clearing costs assessed to the other 95 properties where charges were assessed.

BACKGROUND:

Alderman Merling has requested that this matter be forwarded to the Transport and Environment Committee for resolution.

In response to Alderman Merling's concerns, staff checked and confirmed:

1. that on January 21, 1992, the Public Works Department received a complaint with respect to sidewalks not being cleared at 297 Mohawk Road East

2. that upon investigating on January 21, 1992, staff found that the sidewalks at the following locations had not been cleared:

   229 Mohawk Road East
   237 Mohawk Road East
   249 Mohawk Road East
   251 Mohawk Road East
   253 Mohawk Road East
   257 Mohawk Road East
   269 Mohawk Road East
   297 Mohawk Road East

3. that our foreman did hand out Snow Notices to each of the above addresses. Attached is a copy of the Snow Notice that was placed in the mailbox at 297 Mohawk Road East.

3. that upon investigating on January 22, 1992, the following addresses still had not cleared the snow on their sidewalks and were charged:

   237 Mohawk Road East
   249 Mohawk Road East
   253 Mohawk Road East
   297 Mohawk Road East

4. that prior to the work being done at each location, the crew took a polaroid picture of the sidewalk with snow on it, confirming that the sidewalk had not been cleared. Attached is a copy of the picture taken at 297 Mohawk Road East.

5. that the work had been charged to the property taxes in accordance with Council's resolution at $3.50 per square metre.

   109 square metres X $3.50 = $381.50

   The attached "Snow Clearing Charges Assessed" notice was then placed in the same mailbox at 297 Mohawk Road East.

According to the information available to staff, staff adhered to the policy passed by City Council, cleared the snow from the sidewalk and charged $3.50 per square metre, therefore staff are not in a position to rescind the snow clearing charge.

/jdh
Attach.

c.c. Alderman H. Merling, Alderman, Ward 7

THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

Don't be slow... clear your snow

SNOW NOTICE

DEAR RESIDENT:

Date JAN 21/92 Time 1 PM

Address 297 Mohawk Rd. E.

When snow and ice are not cleared from the sidewalks, walking for pedestrians, the seniors, the handicapped, as well as children, is very hard and dangerous. When your sidewalks have not been cleared, the Public Works Department will make arrangements to have the sidewalk cleared.

If it is necessary for the Public Works Department to clear the snow and ice away from the sidewalks adjacent to your property, the charge for doing this work will be $3.50 per square metre or $0.33 per square foot. To be fair to the thousands of owners who cleared the snow from their sidewalks, all costs associated with clearing the snow from the sidewalk adjacent to your property will be assessed to your property taxes.

For your information, Streets By-Law No. 9329, regarding Snow Clearing of City Sidewalks, reads as follows:-

> By-law No. 9329 Respecting Streets, provides that all persons occupying premises in the City of Hamilton, shall as soon as reasonably practicable after every snowfall, and in any event within twenty-four (24) hours, clear away from the sidewalk adjoining their premises, all snow and soft ice and slush which may be at any time on such sidewalk, by depositing it back of the sidewalk and not on the travelled portion of the highway, and it shall not be deposited in such a manner as to obstruct drainage to any gutter, drain or sewer, or render themselves liable to a penalty provided for under this By-law.

DEPARTMENT OF PUBLIC WORKS REPRESENTATIVE

Complete in Triplicate

1 - Property Owner
1 - District Copy
1 - Office Copy

FOR FURTHER INFORMATION PLEASE CALL 546-2785

THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

SNOW CLEARING CHARGES ASSESSED

Don't be slow... clear your snow

DATE ....Jan 22/92....

TIME ....12:45 pm....

ADDRESS ....297 Mohawk Rd....

PREVIOUSLY, ON Jan 21/92, A SNOW NOTICE WAS LEFT AT THIS ADDRESS REQUESTING YOUR COOPERATION TO CLEAN THE SNOW/ICE FROM THE SIDEWALK ADJACENT TO THIS PROPERTY, WITHIN 24 HOURS OF A SNOWFALL.

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DEPARTMENT OF PUBLIC WORKS REPRESENTATIVE

COMPLETE IN TRIPLICATE

1 - Property Owner
1 - District Copy
1 - Office Copy

07 08210 0490
Bruno. Alberto Chiesa
Rosaria Teresa Chiesa
297 mohawk Rd. E.
Hamilton, Ont.
L9A 2T1

Form No.

DEPARTMENT OF PUBLIC WORKS

COMPLAINT RECORD

City Hall, Hamilton Jan. 21, 19

Complaint from Cardinal & Mohawk intersection
297 Mohawk E.

These areas are very full of snow.
Difficult to walk.

Time Received at Office 11:40 Received by Jean

Time Delivered to Foreman ✓

District No. 4 Foreman's Name D.F.

FOREMAN'S REPORT

Snow Notice given

D. Beyer
Foreman

NOTE—A report of this Complaint must be written on this form and returned to office at once.

CONSENT AGENDA

Transport and Environment Committee
Monday, 1992 March 2
9:30 o'clock a.m.
Room 233, City Hall

AGENDA

A. ADOPTION OF THE MINUTES

Minutes of the Meeting held Monday, 1992 February 3

B. SENIOR DIRECTOR, ROADS DEPARTMENT

i. Service Club Signs on City of Hamilton Road Allowances - Zonta Club

ii. Incorporating Certain City Lands into Various Streets By By-law

iii. 1992 Servicing Expenditures Related to Subdivisions

iv. Banner Application:
Hess Street Jazz Festival

C. SENIOR DIRECTOR, ENVIRONMENTAL SERVICES

Canada West Indies Molasses Co. -
Application for a Certificate of Approval for a Waste Disposal Site (Transfer)

D. **DIRECTOR OF TRAFFIC SERVICES**

i. **Intersection Control**

Intersection of Grandville Avenue and Violet Drive

ii. **Parking Regulations**

(a) Linwood Avenue Between Aberdeen Avenue and Homewood Avenue

(b) Grosvenor Avenue North Between Roxborough Avenue and Cannon Street East

(c) "No Stopping" - Opposite No. 142 Tolton Avenue

(d) McElroy Road West Between West 3rd Street and West 5th Street

(e) Gloucester Road Between Aberdeen Avenue and Inglewood Drive

(f) West 32nd Street, North of Bendamere Avenue

(g) West Side of Walnut Street Between Jackson Street and Hunter Street

(h) South Side of Central Avenue, West of Weir Street South - Request for a Wheelchair Loading Zone

(i) East Side of Brigade Dive, North of Byng Street - School Bus Loading Zone

(j) East Side of James Street North, North of Macauley Street - Request for a Wheelchair Loading Zone

iii. **Parking Permits**

Apartment Building at No. 41 - 43 Herkimer Street - Request for a Time Limit Exemption

E. **DIRECTOR OF PROPERTY**

Purchase of Former Rail Crossings on C.P. Rail (T.H. & B.) for Ewen and Rifle Range Roads

F. **MANAGER OF PURCHASING**

i. Supply and Delivery of Traffic Paint During 1992

ii. Annual Supply of Asphalt, Public Works Department 1992

iii. Annual Supply of Aggregates, Public Works Department 1992

iv. Annual Supply of Concrete, Public Works Department 1992

G. **ACTING DIRECTOR OF PUBLIC WORKS**

Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys

2(A)

Monday, 1992 February
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present:

Alderman H. Merling, Chairperson
Alderman V. J. Agro, Vice-Chairperson
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Also Present:

Alderman Wm. M. McCulloch
Alderman B. Charters
Alderman D. Ross
Mr. J. G. Pavelka, Acting Chief Administrative Officer
Ms. B. Price, Hamilton Safety Council
Mr. D. Lobo, Acting Director of Public Works
Mr. R. Meiers, Public Works Department
Mr. M. F. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. E. M. Gill, Senior Director, Roads Department
Mr. P. Barkwell, Law Department
Ms. V. Grupe, Planning and Development Department
Mr. K. C. Christenson, Secretary

1. **CONSENT AGENDA**

(a) **ADOPTION OF THE MINUTES**

The minutes of the meeting held 1992 January 20 were adopted as circulated.

(b) **SENIOR DIRECTOR, ROADS DEPARTMENT**

i. **1992 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report from the Senior Director, Roads Department dated 1992 January 23 respecting 1992 Servicing Expenditures Related to Subdivisions.

The Committee approved the following recommendation:

(a) That the portion of Section 30 of the Fourteenth Report of the Transport and Environment Committee adopted by City Council on 1989 August 29 which refers to the approval of the engineering schedules and the City's share of services for "Gagliano Gardens Addition", be deleted; and

(b) That the submitted schedules of works, be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated cost of services in:

"EDAN HEIGHTS - PHASE 2", Hamilton

City's Share - Nil Subdivider's Share - $105,377.05

"GAGLIANO GARDENS ADDITION", Hamilton

City's Share - $134,250.00 Subdivider's Share - $231,340.00

"KINGSVIEW ESTATES - PHASE I", Hamilton

City's Share - Nil Owner's Share - $90,534.00

THE GARDENS OF RYMAL - PHASE 2, Hamilton

City's Share $410,111.80 Owner's Share - $203,168.74

(c) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements between the City and the owners of Edan Heights - Phase 2, Gagliano Gardens Addition, Kingsview Estates - Phase 1 and The Gardens of Rymal - Phase 2 subdivisions.

(d) That approval of the above clauses be subject to the condition that no work be commenced until the Final Plans and Subdivision Agreements have been registered.

(e) That in the event the subdivider wishes to proceed prior to the registration of the Final Plan, they should be allowed to do so at their own risk provided that they enter into a standard agreement for pre-servicing.

(f) That the City's share of costs for services in Gagliano Gardens Addition ($134,250.00) and The Gardens of Rymal - Phase 2 ($410,111.80) be approved and the Finance and Administration Committee recommend the source of funding for these projects.

(g) That the Senior Director of the Roads Department be authorized and directed to prepare the necessary by-laws to establish Parts 1, 5 and 8 of Reference Plan 62R-11311 as Public Highways for Arrowhead Drive, Upper Wentworth Street and Bianca Drive respectively in order to provide road access to The Gardens of Rymal - Phase 2 subdivision and surrounding lands.

ii. **Stopping-up and Closing Certain City Lands Known as Greenhill Avenue**

The Committee was in receipt of a report from the Senior Director, Roads Department dated 1992 January 22 respecting the stopping-up and closing certain City lands know as Greenhill Avenue.

The Committee approved the following recommendation:

(a) That the following City lands be closed, stopped-up and retained as noted below:

Greenhill Avenue	Parts 5 and 6 on Plan 62R-6273 excepting Part 3 on Plan 62R-7888

(b) That the appropriate by-law to carry out the closing, stopping-up and retention of the foregoing be enacted by Council.

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

(c) DIRECTOR OF TRAFFIC SERVICES

i. Intersection Control

(a) **Prince George Street and Brucedale Avenue**

The Committee was in receipt of a report from the Director of Traffic dated 1992 January 23 respecting Prince George Street and Brucedale Avenue - Intersection Control.

The Committee approved the following recommendation:

(a) That three-way stop control be implemented at the intersection of Prince George Street and Brucedale Avenue; and

(b) That the northbound and southbound stop control at the intersection of East 8th Street and Brucedale Avenue be switched to eastbound and westbound stop control; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **London Street North and Edinburgh Avenue**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 January 8 respecting London Street North and Edinburgh Avenue.

The Committee approved the following recommendation:

(a) That northbound traffic on London Street North be required to stop for eastbound and westbound traffic on Edinburgh Avenue; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Parking Regulations**

(a) **Glen Vista Drive**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 January 16 respecting Glen Vista Drive - Parking Regulations.

The Committee approved the following recommendation:

(a) That the existing "No Parking" regulation on the west side of Glen Vista Drive between Greenhill Avenue and Brookstream Court, be removed; and

(b) That a "No Parking" regulation be implemented on the east side of Glen Vista Drive from Greenhill Avenue to a point 328 feet southerly therefrom; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Milton Avenue**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 January 20 respecting Milton Avenue - Parking Regulations.

The Committee approved the following recommendation:

(a) That the existing "Alternate Side Parking" regulation on Milton Avenue from Barton Street East to Myler Street be replaced with a "No Parking" regulation on the west side and a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Bond Street South**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 January 16 respecting Bond Street South, south of King Street West - Parking Regulations.

The Committee approved the following recommendation:

(a) That parking be prohibited at all times on the west side of Bond Street South from King Street West to a point 130 feet southerly therefrom; and

(b) That the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Bond Street South which commences at King Street South and extends to a point 104 feet southerly therefrom, be removed; and

(c) That the existing "Alternate Side Parking" regulation on Bond Street South between King Street West and Marion Avenue, be shortened such that the regulation commences at a point 85 feet south of King Street West on the east side of 130 feet south of King Street West on the west side and extends to Marion Avenue, and

(d) That the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Carling Street**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 January 16 respecting Carling Street, Parking Regulations.

The Committee approved the following recommendation:

(a) That a "No Parking, 6:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Carling Street commencing 153 feet east of Paradise Road South and extending to a point 113 feet easterly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) **18 Mars Avenue - Request for a Reserved Permit Parking Space for a Handicapped Resident**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 January 20 respecting No. 18 Mars Avenue - Request for a Reserved Permit Parking Space for a Handicapped Resident.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Mars Avenue commencing at a point 163 feet east of Emerald Street North and extending to a point 20 feet easterly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Orgar, 18 Mars Avenue; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Boulevard Parking**

65 Oak Avenue - Discharge of Residential Boulevard Parking Agreement

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 January 15 respecting 65 Oak Avenue - Discharge of Residential Boulevard Parking Agreement.

The Committee approved the following recommendation:

(a) That the existing residential boulevard parking agreement registered as Instrument No. 39116 to the property at 65 Oak Avenue be discharged at the property owner's expense; and

(b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and

(c) That the City Treasurer be directed to revise the billing records accordingly.

iv. Parking Infraction Notices

Request to allow Hamilton Region Conservation Authority Staff to issue Parking Infraction Notices

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 January 24 respecting a request to allow Hamilton Region Conservation Authority Staff to issue Parking Infraction Notices.

The Committee approved the following recommendation:

That no action be taken on the request by the Hamilton Region Conservation Authority to allow their staff to issue parking infraction notices on municipal roadways abutting Conservation Authority property.

(d) ACTING DIRECTOR OF PUBLIC WORKS

1992 Proposed Road and Sidewalk Capital Improvement Programme

The Committee was in receipt of a report from the Acting Director of Public Works dated 1992 January 27 respecting the 1992 Proposed Road and Sidewalk Capital Improvement Programme.

The Committee approved the following recommendation:

(a) That the Commissioner of Transportation/Environmental Services be authorized to undertake the additional 1992 Road and Sidewalk Capital Improvement Programme works at a cost of $2,536,000.00 on behalf of the City of Hamilton subject to receiving all necessary approvals.

(b) That the Finance and Administration Committee be requested to recommend the source of financing the additional two million, five hundred and thirty-six thousand dollars ($2,536,000.00) to a total of five million, five hundred thousand dollars ($5,500,000.00) out of the proposed eight million, one hundred and twenty thousand dollars ($8,120,000.00) 1992 Road and Sidewalk Capital Improvement Programme.

2. DIRECTOR OF TRAFFIC SERVICES

(a) **Part Time Turn Prohibition, James Mountain Road to Markland Street**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 January 29 respecting Part Time Turn Prohibition, James Mountain Road to Markland Street.

Following considerable discussion, the Committee approved that the item be tabled subject to a public meeting being held the first week of March to address the issue of part time turn prohibition James Mountain Road to Markland Street.

(b) **Pedestrian Safety Advisory Sub-Committee of the Transport and Environment Committee**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 January 16 respecting the establishment of a Pedestrian Safety Advisory Sub-Committee of the Transport and Environment Committee.

The Committee approved the following recommendation:

(a) That, in accordance with the City Council directive of 1991 October 29, a Pedestrian Advisory Sub-Committee of the Transport and Environment Committee be established and operated in accordance with the Terms of Reference appended hereto as Appendix "A"; and

(b) That the Pedestrian Safety Advisory Sub-Committee include the following members:

- Chairperson and one member of the Transport and Environment Committee
- one representative of the Hamilton Automobile Club; and
- one staff representative of the Board of Education for the City of Hamilton; and
- one staff representative of the Hamilton-Wentworth Roman Catholic Separate School Board; and
- one representative of the Hamilton Safety Council; and
- one representative of the Council on Road Trauma; and
- two citizen members at large; and
- staff (non-voting members) of the Traffic, Regional Engineering and Regional Police Departments

(c) That a staff member of the Traffic Department be the Secretary of the Sub-Committee.

The Committee appointed Alderman M. Kiss as the Transport and Environment Committee's representative on this Sub-Committee.

3. **ACTING DIRECTOR OF PUBLIC WORKS**

Noise Control Officer

The Committee was in receipt of a report from the Acting Director of Public Works dated 1992 January 28 respecting the Noise Control Officer.

The Committee approved the following recommendation:

(a) That the City of Hamilton assume the responsibilities from the Regional Municipality of Hamilton-Wentworth for enforcement of the City's Noise Control By-law.

(b) That the Noise Control Officer be incorporated into the Public Works Department, reporting to the Manager of Streets and Sanitation as outlined in the organization chart appended hereto as Appendix "B".

4. CITY CLERK

(a) **The Hamilton Harbour Commissioners,**
S. McNally & Sons Limited -V- Her Majesty The Queen

The Committee was in receipt of correspondence dated 1992 November 19 from the Hamilton Harbour Commissioners respecting the S. McNally & Sons Limited -V- Her Majesty The Queen. City Council at its meeting held 1992 January 14 referred it to the Transport and Environment Committee.

Following considerable discussion, the Committee agreed that the item be received.

(b) **Resolution from the Township of Limerick**

The Committee was in receipt of correspondence dated 1991 October 18 from the Township of Limerick respecting the Environment Protection Act, Part VII, Sewage Systems which City Council at its meeting held 1992 January 14 referred to the Transport and Environment Committee.

The Committee approved that the item be received.

5. OTHER BUSINESS

(a) **King Street East and Main Street East Intersection - Delta Safety Concern**

Alderman F. Eisenberger expressed concern that the King Street East and Main Street East intersection at the Delta was a safety problem for pedestrians and vehicular traffic. Following discussion, the Committee agreed that the item be referred to the Regional Engineering and City Traffic Departments for a report back to the Committee.

(b) **Bendamere Avenue and Columbia Drive**

Alderman F. D'Amico distributed photographs to the Committee members illustrating the problems caused by school buses parked in the area and the difficulty encountered by children attempting to cross the road.

Following discussion, the Committee approved that the Director of Traffic Services be directed to immediately, by way of order of the Chief of Police, institute "no stopping" on the south side of Bendamere Avenue, westerly from the intersection of Columbia Drive for a distance of 150 ft., on a temporary basis, until the issue of school crossing guards have been reviewed.

(c) **Outstanding List Review**

The Committee reviewed its outstanding item list.

6. DELEGATION

Stopping-up and closing Certain City Lands Known as Kelly Street and Elgin Street

The Committee was in receipt of a report from the Senior Director, Roads Department dated 1992 January 23 respecting the stopping-up and closing certain City lands known as Kelly Street and Elgin Street.

With no delegation present, the Committee approved the following recommendation:

(a) That the following City lands be closed, stopped-up and retained as noted below:

Parts of Kelly Street	Parts 7 and 8, Plan 62R-12040
Part of Elgin Street	Part 5, Plan 62R-12040

(b) That the by-law to carry out the closing, stopping-up and retention of the foregoing be enacted by Council.

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

7. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

ALDERMAN H. MERLING, CHAIRPERSON
TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson, Secretary

1992 February 3

Appendix "A" as referred to in Section 13 of the THIRD Report of the Transport and Environment Committee for 1992

PEDESTRIAN SAFETY ADVISORY SUB-COMMITTEE

TERMS OF REFERENCE

1. The Sub-Committee shall be called "The Pedestrian Safety Advisory Sub-Committee".

2. The Sub-Committee shall meet at the call of the Chairperson.

3. The mandate of the Sub-Committee shall be to report to the Transport and Environment Committee respecting policies specifically related to pedestrian safety in the City of Hamilton.

4. The Sub-Committee shall concern itself with City-wide policy matters, and not with issues related only to specific sites or local areas.

5. The Sub-Committee may use various means to obtain information and to formulate recommendations including but not limited to the following:

   - Utilize collision records to determine the nature and extent of pedestrian safety problems.

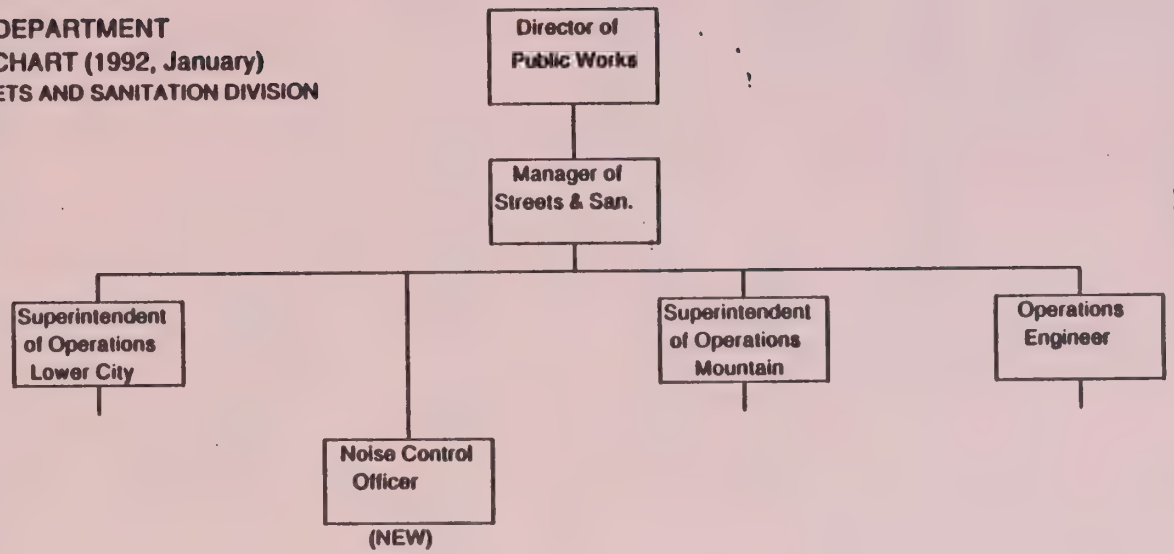
   - Seek statistics, information and reports from other governmental jurisdictions and other agencies and organizations respecting pedestrian safety problems and countermeasures.

   - Conduct public opinion surveys and polls.

6. Proposals/requests which will involve a large expenditure of staff time and resources shall only be proceeded with upon approval of the Transport and Environment Committee.

Appendix "B" as referred to in Section 14 of the THIRD Report of the Transport and Environment Committee for 1992

PUBLIC WORKS DEPARTMENT
ORGANIZATION CHART (1992, January)
PROPOSED - STREETS AND SANITATION DIVISION



2(B)(i)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED
FEB 7 1992
CITY CLERKS

DATE: 1992 February 4
T103 11 J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Service Club Signs on City of Hamilton Road Allowances - Zonta Club

RECOMMENDATION:

That permission be granted to the Zonta Club of Hamilton II to erect service club signs in accordance with By-Law 86-77.

Ted Gill
E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

Service Club Signs on Road Allowances

Cont'd...

BACKGROUND

On October 21, 1991 the Transport and Environment Committee approved the installation of service club signs on City of Hamilton road allowances. Included in that group of service clubs were the Independent Order of Odd Fellows, Lions Club, Rotary International and the Optimist Club. The Committee directed that an information report be forwarded to the Committee once the signs have been erected.

The Independent Order of Odd Fellows have now installed four signs at the City boundary; one on each of York Boulevard, Centennial Parkway, Rymal Road and Mohawk Road West. Attached are photographs of the erected signs.

On November 6, 1991 a request was received from J. McNeilly, President of the Zonta Club of Hamilton II, to place signs on the road allowance. The Zonta Club presently has a logo on the existing sign on York Boulevard and would like to place a new club sign on York Boulevard to replace the old sign when that billboard is removed.

As the Zonta Club will be directed to adhere to the same guidelines as the previously approved organizations, this Department has no objection to the request.

JKC:mjp

cc: D. Powers, Law Department
cc: M. Main, Director Traffic Services
cc: J. Pavelka, Director Public Works

CENTENNIAL PARKWAY
North of CNR Mainline
Looking South

YORK BOULEVARD
West of High Level Bridge
Looking South

RYMAL ROAD EAST
East of Prichard Road
Looking West

MOHAWK ROAD WEST
West of Upper Horning Road
Looking East

2(B)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: February 21, 1992
S701-63/S719-58 L. MacNeil

RECEIVED
FEB 21 1992
CITY CLERKS

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION:

a) That the following City lands be incorporated into the street as noted in Schedule 'A':

Westlawn Drive Block 44, Plan 62M-688

b) That the By-Law attached to this report to carry out the incorporation of the said lands into the foregoing street be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd ....

Cont'd ....

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated below.

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Westlawn Drive	Block 44, Plan 62M-688	N/A	To provide access and hook-up between Westlawn Drive on Plans 62M-668 and 62M-693	S701-63 S719-58

/ljm
Encl.

cc: Mr. J. J. Schatz, City Clerk
Att: D. Geroux (encl.)
cc: Mr. F. Angelici, Planning Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE BLOCK 44, PLAN 62M-688 INTO WESTLAWN DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Westlawn Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Westlawn Drive.

Part of Parcel Reserves -1, Section 62M-688

Being all of Block 44, Plan 62M-688

City of Hamilton

Regional Municipality of Hamilton-Wentworth

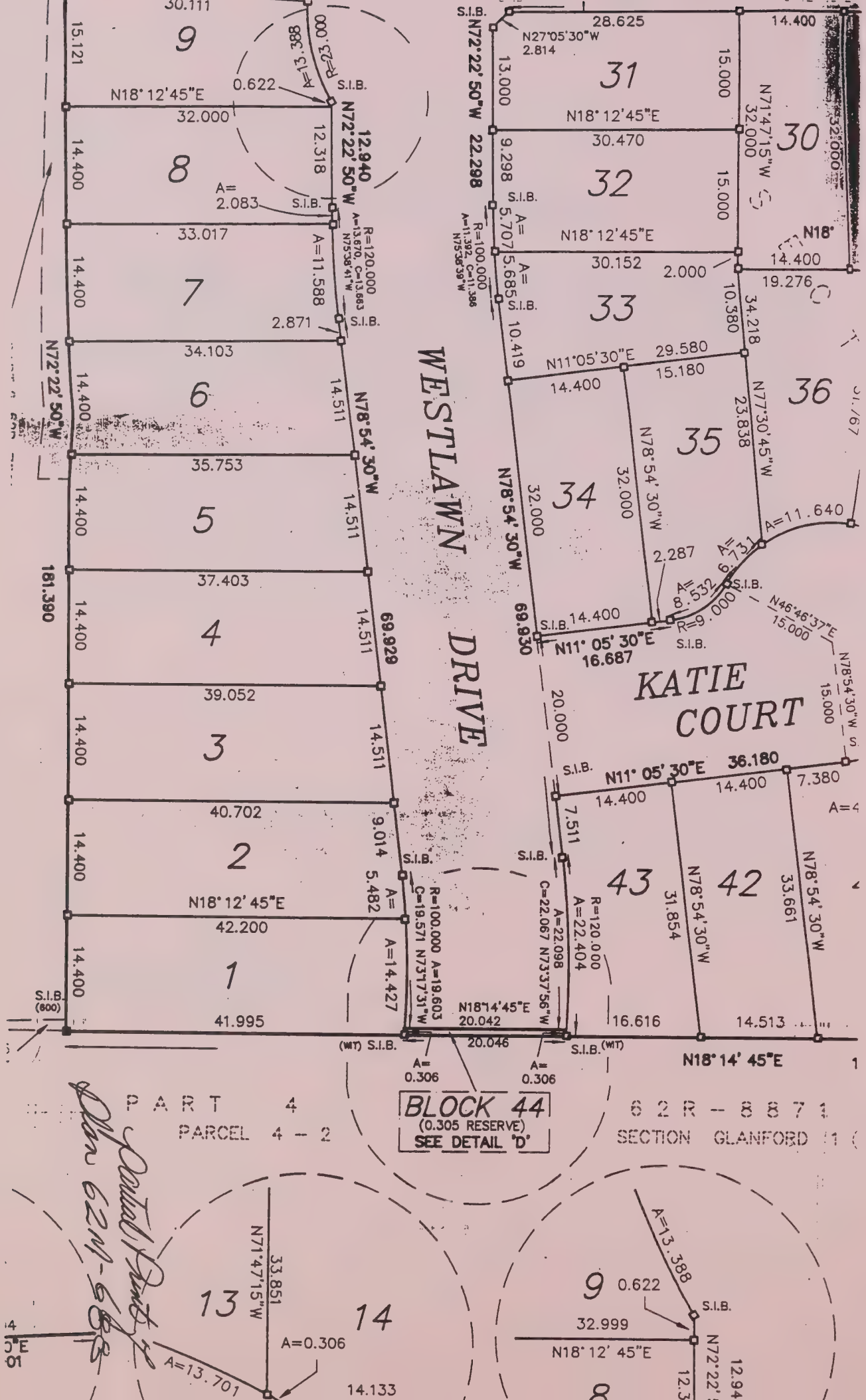
being part of the Parcel.

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

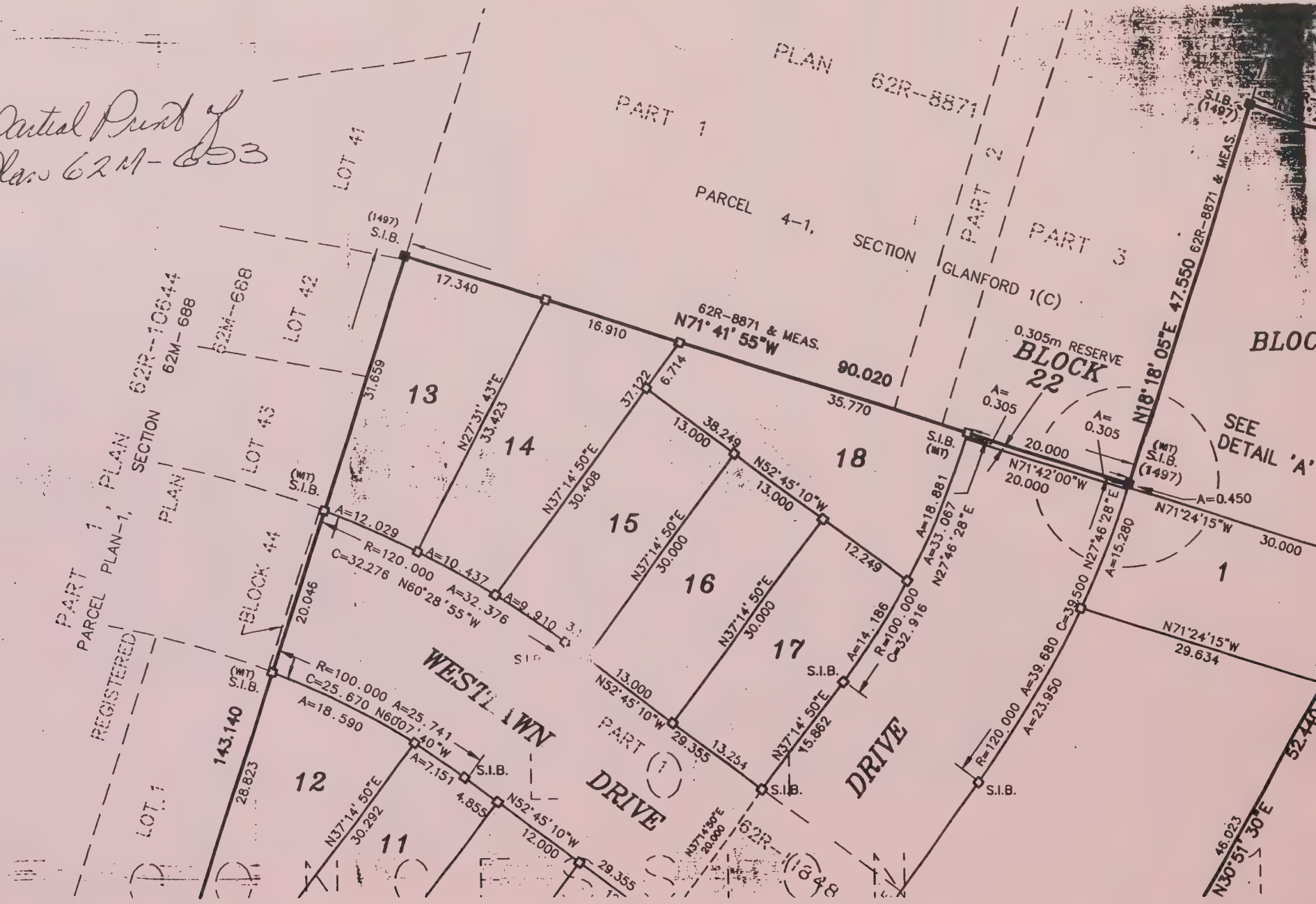
PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor


WESTLAWN DRIVE
KATIE COURT
BLOCK 44
(0.305 RESERVE)
SEE DETAIL "D"
PART 4
PARCEL 4 – 2
62R – 8871
SECTION GLANFORD
N18°12'45"E
N72°22'50"W
N78°54'30"W
N11°05'30"E
N18°14'45"E
N71°47'15"W
N77°30'45"W
N46°46'37"E
181.390
69.929
69.930
S.I.B.

Partial Print of
Plan 62M-853



2(B)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 February 19
S703-77 M. J. Inrig
S703-83

RECEIVED
FEB 21 1992
CITY CLERKS

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: 1992 Servicing Expenditures Related to Subdivisions

RECOMMENDATION:

a) That the submitted schedule of works, be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated cost of services in:

"CLAUDETTE GARDENS - PHASE 1, Hamilton"

City's Share - $NIL, Subdivider's Share - $109,265.60

"CLAUDETTE GARDENS - PHASE 2, Hamilton"

City's Share - $NIL, Subdivider's Share - $28,464.00

b) That the Mayor and City Clerk be authorized and directed to execute the proposed subdivision agreements between the City and the Owners of Claudette Gardens- Phase 1 and Claudette Gardens - Phase 2 subdivisions.

c) That approval of the above clauses be subject to the condition that no work be commenced until the Final Plans and Subdivision Agreements have been registered.

d) That in the event the subdivider wishes to proceed prior to the registration of the Final Plans and Subdivision Agreements, they should be allowed to do so at their own risk provided they enter into a standard agreement for pre-servicing.

Ted Gill
E. M. Gill, P. Eng.

Cont'd...

1992 Servicing Expenditures Related to Subdivisions

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no financial costs to the City associated with the above recommendations.

BACKGROUND:

CLAUDETTE GARDENS - PHASE 1 AND CLAUDETTE GARDENS - PHASE 2

On 1990 October 10, City Council approved a recommendation that a Subdivision Agreement be entered into between the Owners of Claudette Gardens and the City of Hamilton. The development of Claudette Gardens - Phase 1 will result in the creation of eight (8) single family residential lots and one (1) Block for multiple residential development (approximately 63 units in total). The development of Claudette Gardens - Phase 2 will result in the creation of ten (10) single family residential lots along an existing City Street (Claudette Gate) established under the Rymal Estates Subdivision.

The estimate of costs have been calculated in accordance with current City Policy and there will be no cost sharing with the City for these developments. In Claudette Gardens - Phase 2 subdivision, the roadway, catch basins, street lighting, curbs and sidewalks on Claudette Gate were previously installed under the Rymal Estates Subdivision. The City Subdivision Agreement for the Phase 2 lands will provide for the recovery of applicable costs for existing services.

The lands of Claudette Gardens - Phase 1 and Claudette Gardens - Phase 2 are located north of Rymal Road West and west of Garth Street in the Falkirk East neighbourhood, Hamilton.

MJI:kk
Attach.

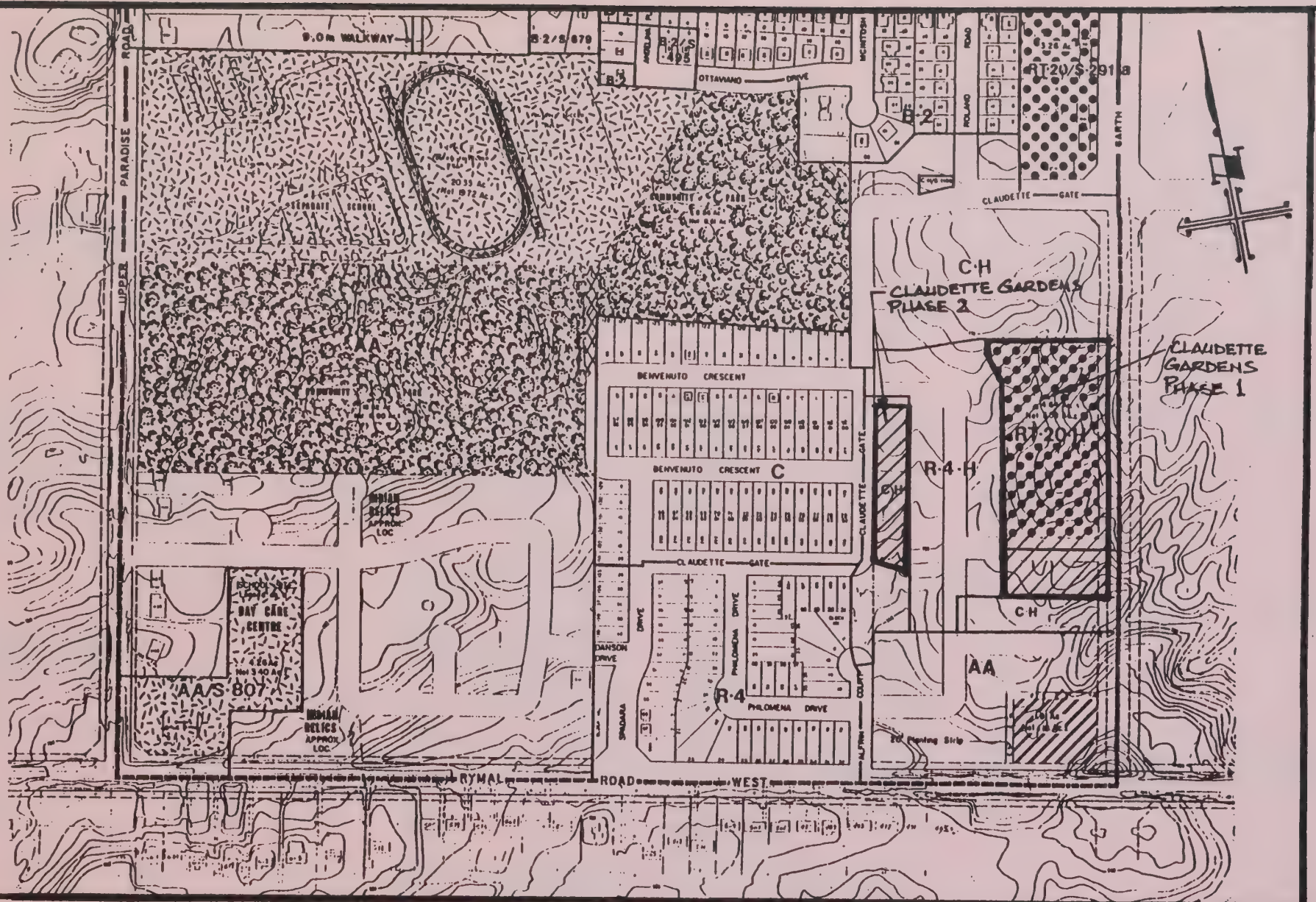
cc: R. Hammel, City Treasury Department
cc: P. Noe-Johnson, City Law Department

1992 SUBDIVISION EXPENDITURE SUMMARY

Name of: SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
				CITY'S SHARE OF EXPENDITURES				
- CLAUDETTE GARDENS - PHASE 1	8 Lots	Item 8	Catch Basins & Connections	$0.00	$0.00			
- 800064 ONTARIO INC.	1 Block	P.D. 17-90	Curbs & Sidewalks	$0.00	$0.00			
- Urbex Engineering Ltd.	Hamilton	90-10-09	Finished Roads	$0.00	$0.00			
- J. P. Woolley, O.L.S.			Dead End Barricade	$0.00	$0.00			
(Dept File: S703-77)			Street Lighting	$0.00	$0.00	$0.00	$109,265.60	$109,265.60
* - The Block is for townhouse development and will establish approximately 63 units.								
- CLAUDETTE GARDENS - PHASE 2	10 Lots	Item 8	Catch Basins & Connections	$0.00	$0.00			
- 800064 ONTARIO INC.	Hamilton	P.D. 17-90	Curbs & Sidewalks	$0.00	$0.00			
- Urbex Engineering Ltd.		90-10-09	Finished Roads	$0.00	$0.00			
- J. P. Woolley, O.L.S.			Dead End Barricade	$0.00	$0.00			
(Dept File: S703-83)			Street Lighting	$0.00	$0.00	$0.00	$28,464.00	$28,464.00
TOTALS:				$0.00	$0.00	$0.00	$137,729.60	$137,729.60

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

SCHEDULE "A"



KEY PLAN

N.T.S.

FALKIRK EAST

APPROVED PLAN

2(B)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 February 17
T103-37 J.K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director

RECEIVED
FEB 20 1992
CITY CLERKS

SUBJECT:

Banner Application:
Hess Street Jazz Festival

RECOMMENDATION:

That the application of M. Temperley, agent for the Hess Village Merchants Association (24 Hess Street South, Hamilton L8P 3M8) to display a promotional banner across Main Street West, in front of City Hall from Monday July 6, 1992 to Monday July 13, 1992 with the following message be approved:

HESS VILLAGE JAZZ FESTIVAL
JULY 17 - 19

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont' d.....

Hess Village Jazz Festival
July 17 - 19

Cont'd .....

BACKGROUND:

An application has been received from M. Temperley, agent for the Hess Village Merchants Association requesting permission to display a promotional banner across Main Street, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1986 and January 13, 1987 will apply to this application. This application is being presented to your Committee because the Hess Village Merchants Association has never erected a banner before , and Council direction is that new applicants be reviewed by Council, the first time through the process.

JKC:ja

cc: H. Reinhold, Public Works Department

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 February 18
E308-01 P. K. Dunn

RECEIVED
FEB 20 1992
CITY CLERKS

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P. J. Halliday
Senior Director
Environmental Services

SUBJECT:

Canada West Indies Molasses Co. Application for a Certificate of Approval for a Waste Disposal Site (Transfer)

RECOMMENDATION:

a) That the West Central Region Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to the storage of waste ethylene glycol at Canada West Indies Molasses Company, Hamilton, Ontario provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully.

b) That a copy of this report and its attachments be submitted to the West Central Region Branch of the MOE for their information.

P. J. Halliday

Cont'd...

Canada West Indies Molasses Co. Application for a Certificate of Approval for a Waste Disposal Site (Transfer)

Cont'd ....

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Region of the Ministry of the Environment has received an application from Canada West Indies Molasses Co. for the certification of a Waste Disposal Site (Transfer) to be located at 726 Strathearne Avenue North, Hamilton. The company has requested approval for storing residual ethylene glycol. The MOE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

This tank farm operation for third party storage will have the capacity to receive and store a maximum of approximately one million gallons (3,862,000 litres) of waste ethylene glycol, generated as a result of de-icing operations at Pearson International Airport. Reception of this waste will, consequently, be seasonal. Safety Kleen of Breslau, Ontario, will be the carrier.

At present, the site has been prepared to receive four new storage tanks with a combined capacity of approximately one million gallons. The tank base consists of 100% compacted granular "A" material to prevent permeation. This material is overlaid with approximately 3 inches of compacted screenings to carry moisture run-off to a sump. This site has been partially contained with a compacted clay berm with a screenings overlay and when the new tanks are in place the berm will be closed, with collected rainwater directed to the aforementioned sump from where it will likely then be pumped to the Strathearne St. slip.

A final site inspection will be carried out when the glycol storage tanks have been received and installed and the spill control berm closed. The time frame for completion of these activities is likely to be middle to late February, 1992.

PKD

cc: V. Terluk, Manager, Solid Waste
J. Campbell, MOE, West Central Region

COPY
MINISTRY OF THE ENVIRONMENT
WEST CENTRAL REGION

RECEIVED
DEC 20 1991
REGIONAL CLERK'S OFFICE

December 17, 1991

Clerk
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8N 3T4

RECEIVED JAN 7 1992

Dear Mr. Avery:

RE: Canada West Indies Molasses Co. Application for a Certificate of Approval for a Waste Disposal Site (Transfer).

The West Central Region of the Ministry of the Environment has received an application from Canada West Indies Molasses Co. for the certification of a Waste Disposal Site (Transfer) to be located at 726 Strathearne Avenue North, Hamilton. The company has requested approval for storing residual ethylene glycol. We have attached the proponents application for your information.

This application is currently being reviewed by this office. As you may be aware, the Director has discretion under Part V of the Environmental Protection Act to hold a hearing on applications for waste disposal facilities if he feels it is warranted.

Should Council wish to make comments with respect to this proposal, we would appreciate your response by January 20, 1992. You may wish to contact the proponent as to the nature of the operation to be carried out at the site.

Should you have any further questions you may contact me at (416) 521-7640.

Yours truly,

Jessica Campbell
Approvals and Planning
West Central Region

cc: Regional Municipality of Hamilton-Wentworth

JC/mv

JC-11b

Environment
Ontario

APPLICATION FOR A CERTIFICATE OF APPROVAL FOR A WASTE DISPOSAL SITE (TRANSFER)

IMPORTANT NOTE:

If this application is for notification of changes in use, operations, or ownership, specify the MOE number on your certificate _____ and fill in only the data on this form which are being revised.

1. **Applicant:**

Municipal ( ) Provincial ( ) Other (x)

Name: Canada West Indies Molasses Co. - Division of Redpath Industries

Address: 33 City Centre Drive, Suite 365 Postal Code: L5B 2N5

City/Prov.: Mississauga, Ontario Telephone: 416-276-6347

If Applicant not Municipal or Provincial complete the following:

( ) Proprietorship
Name, if different than applicant: _____

(x) Corporation: President's Name: Ross K. Armstrong

( ) Partnership - Name all partners:
(i) _____ (ii) _____

2. **Land Owner:** (if not applicant)

Name: Hamilton Harbour Commission

Address: 605 James Street North, Hamilton, Ontario, L8L 1K1

3. **Lessee** (if applicable)

Name: Canada West Indies Molasses

Address: 726 Strathearne Avenue North, Hamilton, L8H 7N8

4. **Site Operator**

Name: Dieter Christ Title: Manager

Address: 726 Strathearne Avenue North, Hamilton, Ontario, L8H 7N8

5. **Site Location:**

City (x)
Town ( ) Name: Hamilton
Village ( )
Township ( )
Other _____

Concession: _____
Lot No: _____
Part of Lot: _____
Street Address: 726 Strathearne Avenue North

Include a copy of the plan of survey of any lands on which the site is to be located.

Please see Submitted Drawing 2

6. Site Characteristics and Waste Category

a. Present land use Bulk Storage Terminal

b. Present official plan designation of site Industrial Sector

c. Present zoning category City of Hamilton Sector J Zone K

d. Present land use of all adjoining properties to be provided on location map. Please refer to Drawing 1

e. Rate at which site can receive waste per day.

Domestic _____ ( ) Tonnes ( ) Cu. Meters

Commercial _____ ( ) Tonnes ( ) Cu. Meters

Processed Organic Waste _____ ( ) Litres Maximum = 270,000 litres per day
Note: Winter operation only. Average = 45,000 litres per day

If any of the following waste categories are intended to be received at the site, attached a description of each, including their source to the Application.

Liquid Industrial _____ ( ) Tonnes ( ) Cu. Metres ( ) Litres

Non Hazardous Solid Industrial Waste Ethylene Glycol _____ ( ) Tonnes ( )Cu. Metres ( ) Litres
*Please see attached submission.

Hazardous _____ ( ) Tonnes ( ) Cu. Meters ( ) Litres

Other _____ ( ) Tonnes ( ) Cu. Meters ( ) Litres

f. Number of days/year the site is open 250 days

g. Population served Not applicable

h. Names of all municipalities/major industries intended to be served by the site:
Received from Safety Kleen

1) Breslau, Ontario
2) _____
3) _____
4) _____
5) _____

i. Total area of site _____ hectares or 3.94 acres
Area designated for storage of waste ethylene glycol= 1375 square mete
=0.34 acres

j. Estimated storage capacity: 3,862,000 ( ) Tonnes ( ) Cu. Meters
(if intended for storage) (3,862,000) (x) Litres

k. Type of facility/operation:

( ) open container
( ) compacting
(x) storage - lagoon ( )
- tank (x)
( ) other (specify): _____

7. List all disposal site (for final disposal) Booth Oil

(i) Site Certificate No.: MOE # NYD 980593 842

Location: 38 Katherine Street, Buffalo, NY 14210

(ii) Site Certificate No.: _____

Location:

8. List all supporting documents submitted with this application:

a) Submission document including Operation and Management Plan and Engineering Report

b) Drawings numbered 1 to 5

9. Signature

Applicant Name (printed) CANADA WEST INDIES MOLASSES COMPANY
DIVN. REDPATH INDUSTRIES LTD.

Title PRESIDENT

(Signature)

Date October 28th 1991

SEAL OF COMPANY
(if applicable)

2(D)(i)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED
FEB 21 1992
CITY CLERKS

DATE: 1992 January 27

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Grandville Avenue and Violet Drive - Intersection Control. [TEC-23-92]

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Grandville Avenue and Violet Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

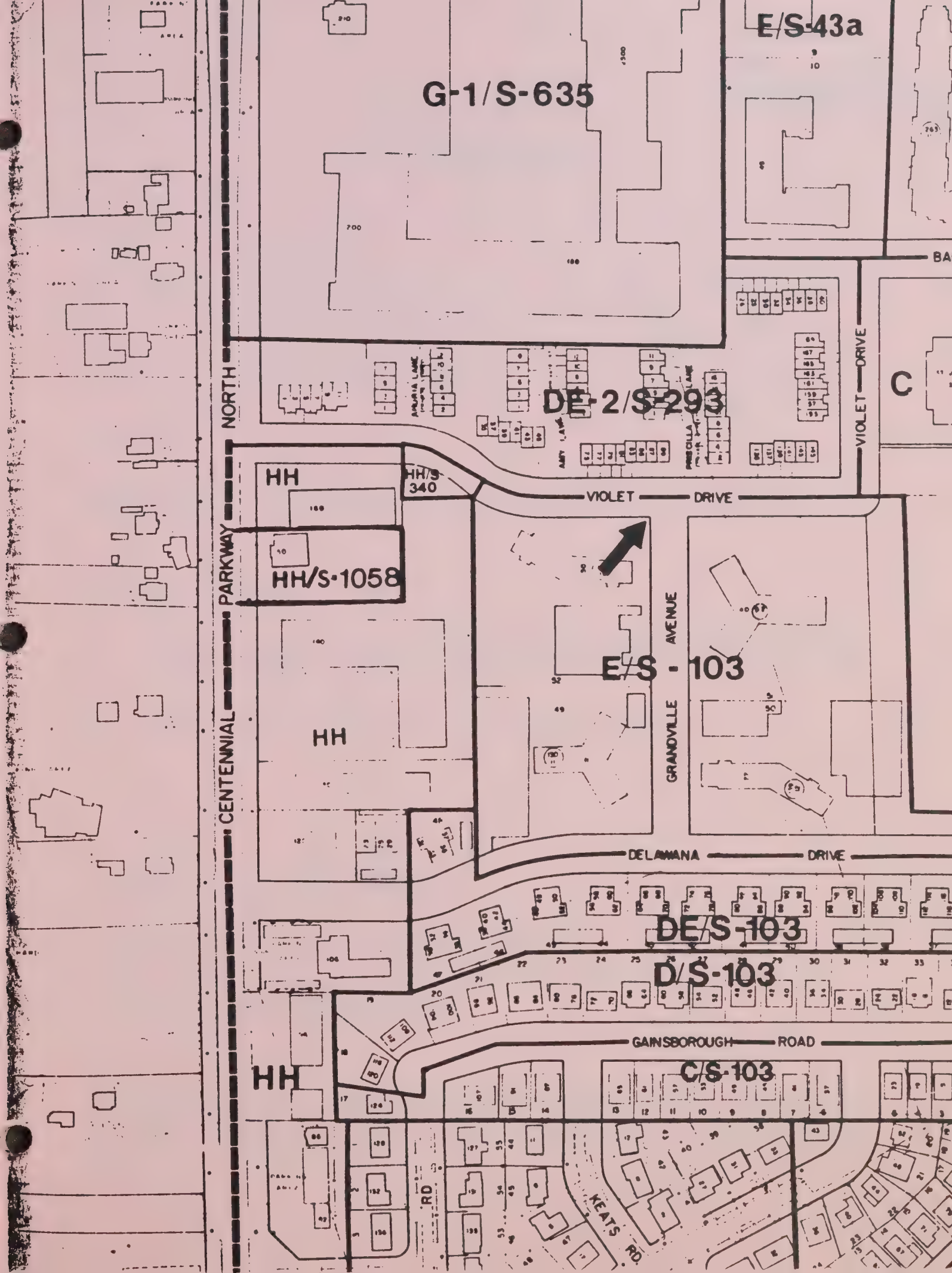
BACKGROUND:

Alderman Dominic Agostino has advised of a request from Mr. Robert Brown, 10 Andria Lane in Stoney Creek, that three-way stop control be implemented at the intersection of Grandville and Violet.

The subject intersection is a "T" type intersection, and presently, northbound traffic on

Grandville is required to stop for eastbound and westbound traffic on Violet. Traffic Department records indicate that the intersection has experienced an average of 1.0 collisions per year over the past seven years. This is a reasonably good collision record for this type of intersection.

The Traffic Department has concluded that the intersection of Grandville and Violet meets at least one of the criteria respecting the use of all-direction stop due to its proximity to two schools. Also the intersection could be considered as an intersection of two collector roadways. Therefore, the Traffic Department concurs with the request.


G-1/S-635
E/S-43a
DE-2/S-293
C
VIOLET DRIVE
NORTH CENTENNIAL PARKWAY
HH
HH/S 340
HH/S-1058
HH
E/S - 103
GRANDVILLE AVENUE
DELAWANA DRIVE
DE/S-103
D/S-103
GAINSBOROUGH ROAD
HH
C/S-103
KEATS RD.

2(D)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 January 23

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

RECEIVED
FEB 21 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Linwood Avenue between Aberdeen Avenue and Homewood Avenue - Parking Regulations. [TEC-20-92]

RECOMMENDATION:

a) That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of Linwood Avenue between Aberdeen Avenue and Homewood Avenue be removed; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

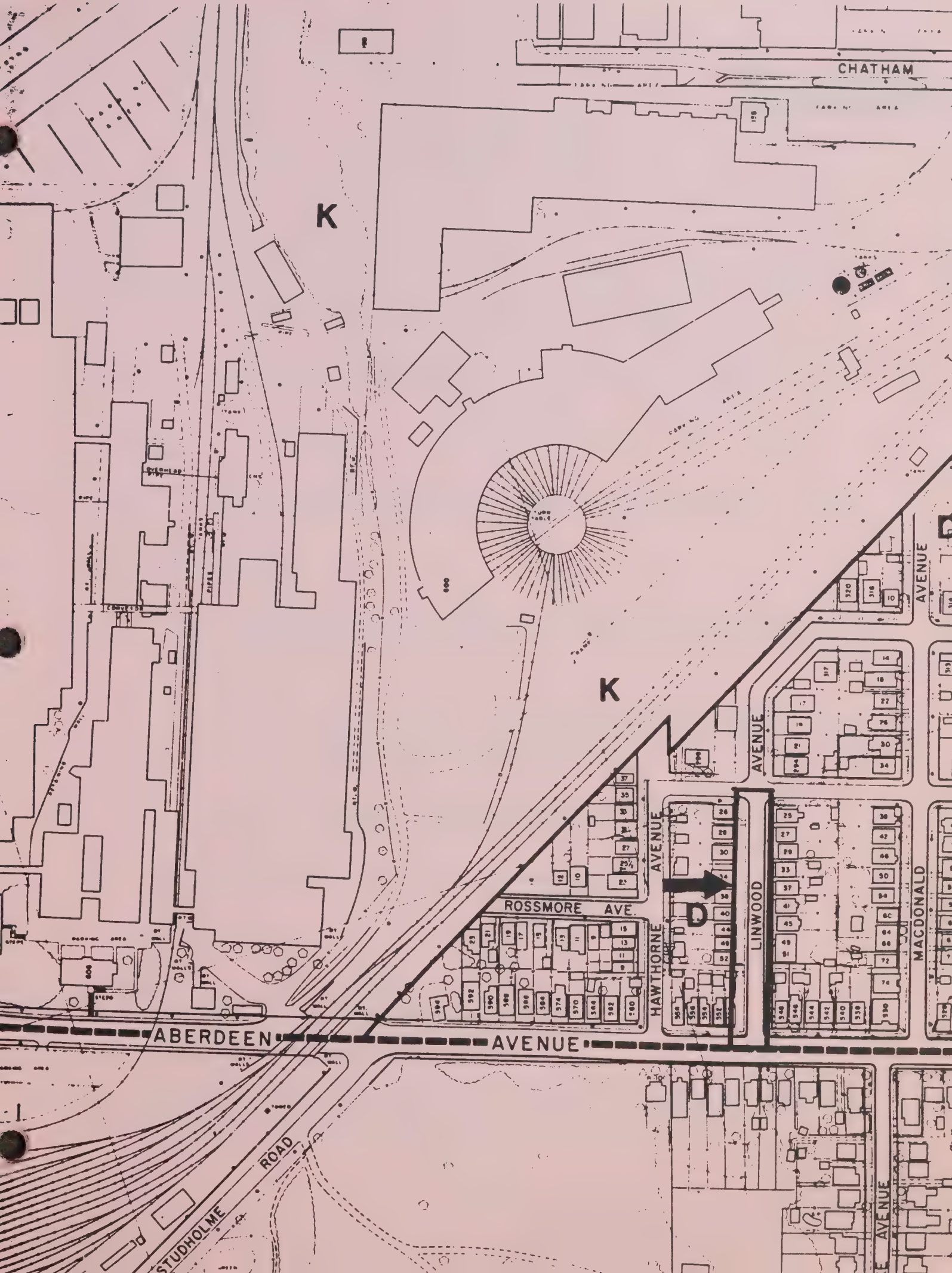
BACKGROUND:

The Traffic Department has received a petition signed by 35 area residents which represents 15 of the 20 one, two and three family dwellings abutting Linwood between Aberdeen and Homewood. All residents who signed the petition are in favour of removing the existing

"Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of Linwood between Aberdeen and Homewood.

Linwood has a 28 foot pavement width, and presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation in conjunction with an "Alternate Side Parking" regulation on the street in this area.

The existing time limit regulation was implemented many years ago due to residents concerns regarding long-term non-resident parking by employees of Westinghouse. However, Westinghouse no longer occupies this building and the parking problem appears to have been rectified since the Traffic Department has received no complaints or concerns regarding parking difficulties in this area. Therefore, since 75 % of the abutting residents are in favour of removing the existing parking time limit regulation, the Traffic Department concurs with the request.


CHATHAM
K
K
D
ROSSMORE AVE.
HAWTHORNE AVENUE
LINWOOD AVENUE
MACDONALD AVENUE
ABERDEEN AVENUE
STUDHOLME ROAD

2(D)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 February 3

REPORT TO: Mr. Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
FEB 21 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Grosvenor Avenue North between Roxborough Avenue and Cannon Street East - Parking Regulations. **(TEC-28-92)**

RECOMMENDATION:

a) That the existing "Alternate Side Parking" regulation on Grosvenor Avenue North between Roxborough Avenue and Cannon Street East be changed such that parking is prohibited;

- on the west side of the street during the months of December, January, February, March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and

- on the east side of the street from the 16th to the last day of April, May, June July, August, September, October and November; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

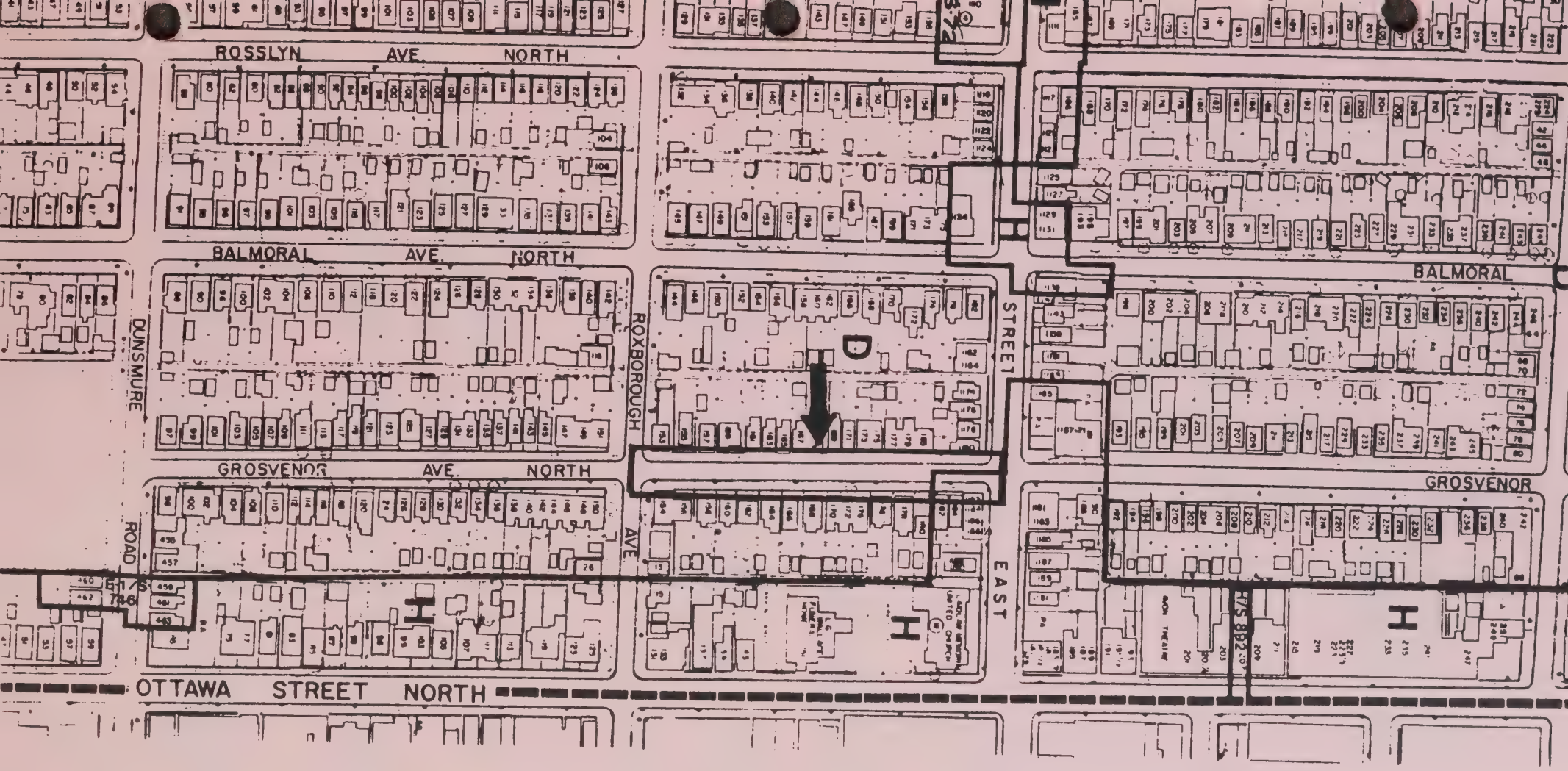
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 19 of the 34 one, two and three family dwellings abutting Grosvenor between Roxborough and Cannon, requesting that the existing "Alternate Side Parking" regulation be changed so that parking during the winter can occur only on the east side of the street in order to maximize the number of parking spaces. Staff have contacted by telephone, two additional residents who have indicated that they are in favour of this request. The resident who circulated the petition has expressed concern regarding a shortage of on-street parking.

Grosvenor has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street such that parking occurs only on the west side during the winter. An investigation has revealed that there are three additional parking spaces available on the east side of the street. Therefore, since 62 percent of the abutting residents support changing parking regulations such that parking can occur only on the east side of the street during the winter, the Traffic Department concurs with the request.


ROSSLYN AVE. NORTH
BALMORAL AVE. NORTH
GROSVENOR AVE. NORTH
DUNSMURE ROAD
ROXBOROUGH AVE
EAST STREET
BALMORAL
GROSVENOR
OTTAWA STREET NORTH
D
H
H
H

2(D)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 February 04

RECEIVED

REPORT TO: Mr. Kevin Christenson,
Secretary, Transport and Environment Committee

FEB 21 1992

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

CITY CLERKS

SUBJECT:

Parking Regulations Opposite No. 142 Tolton Avenue **(TEC-25-92)**

RECOMMENDATION:

a) That a "No Stopping" regulation be implemented on the west side of Tolton Avenue commencing at a point 123 feet north of Roxborough Avenue and extending to a point 25 feet northerly therefrom; and

b) That the Traffic Department be directed to review this matter in six months time, and to report back to the Committee, if necessary, on whether or not the applicant has complied with the Zoning By-law; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

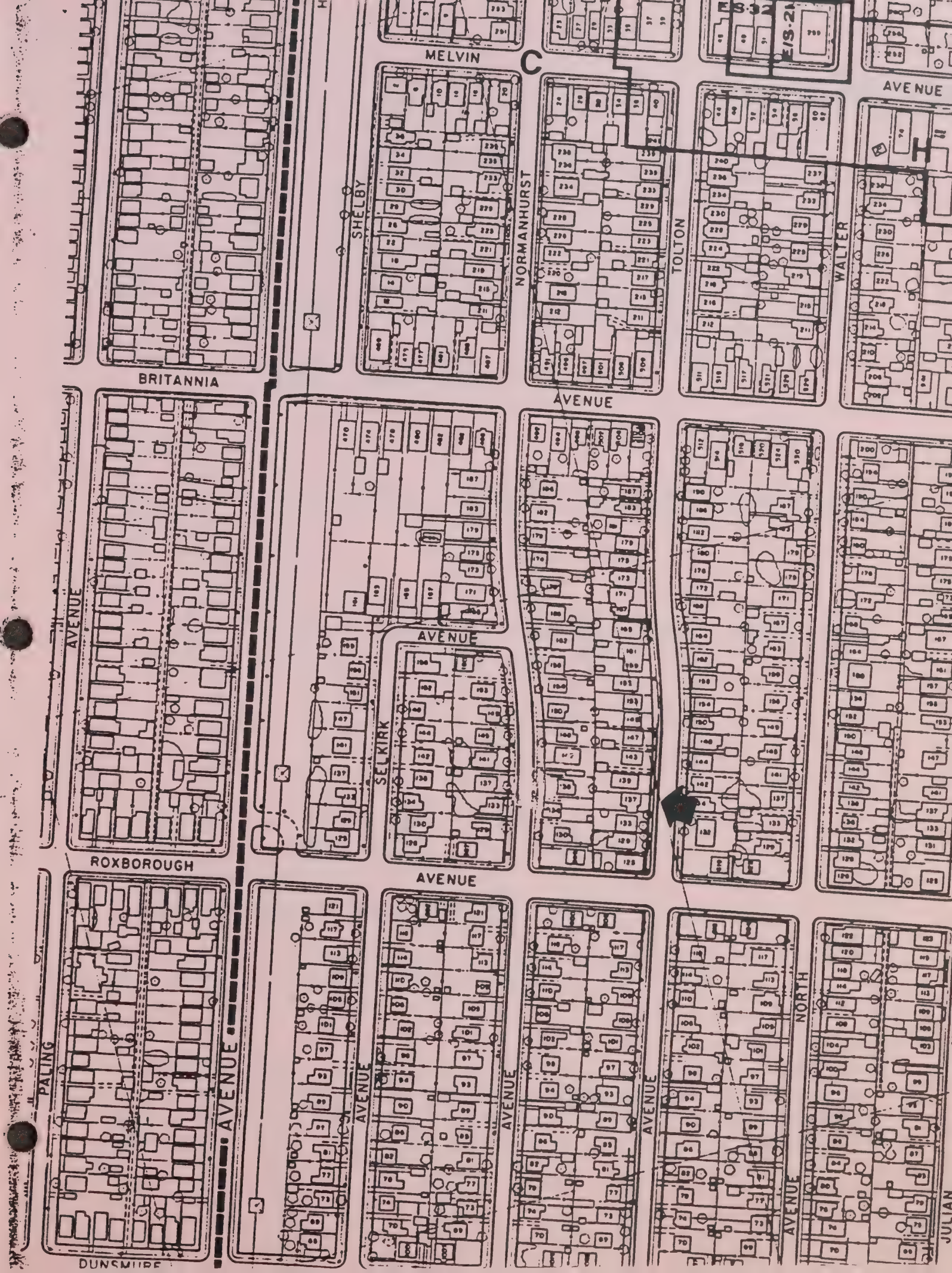
BACKGROUND:

The Traffic Department has received a letter from Mr. Joncas, No. 142 Tolton Avenue, including the signatures of three of his neighbours requesting a "No Parking" regulation on the street opposite his home to allow him to maneuver his boat into and out of his driveway.

Tolton has a 30 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street. An investigation has revealed that the fire hydrant directly across the street from Mr. Joncas' home was relocated southerly by eight feet in December 1991. This fire hydrant previously provided the clearance needed to maneuver Mr. Joncas' boat into and out of his driveway. However, the fire hydrant's new location allows parking to occur opposite his driveway making it difficult to access his driveway with the boat and trailer.

The boat and the tandem axle trailer, which are over 21 feet in length, contravene Section 18A of the Zoning By-law. Mr. Joncas has stated that he intends to accommodate the Zoning By-law and park a smaller boat and trailer in his driveway.

The requested regulation would reduce on-street parking by one space. However, since most of the area residents have driveways, and since both of the abutting property owners have advised that they support removing the parking space, the Traffic Department concurs with the request provided that Mr. Joncas complies with the Zoning By-law. Mr. Joncas has requested a "No Parking" regulation, but since the signing would be across a fire hydrant the appropriate regulation would be "No Stopping".


MELVIN
C
ES-32
E/S-2
AVENUE
H
SHELBY
NORMANHURST
TOLTON
WALTER
BRITANNIA
AVENUE
AVENUE
AVENUE
SELKIRK
ROXBOROUGH
AVENUE
PALING
AVENUE
AVENUE
AVENUE
AVENUE
AVENUE
NORTH
DUNSMUIR

26(xii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED
FEB 21 1992
CITY CLERKS

DATE: 1992 February 6

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

McElroy Road West between West 3rd Street and West 5th Street - Parking Regulations. [TEC-30-92]

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the north side of McElroy Road West between West 3rd Street and West 5th Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

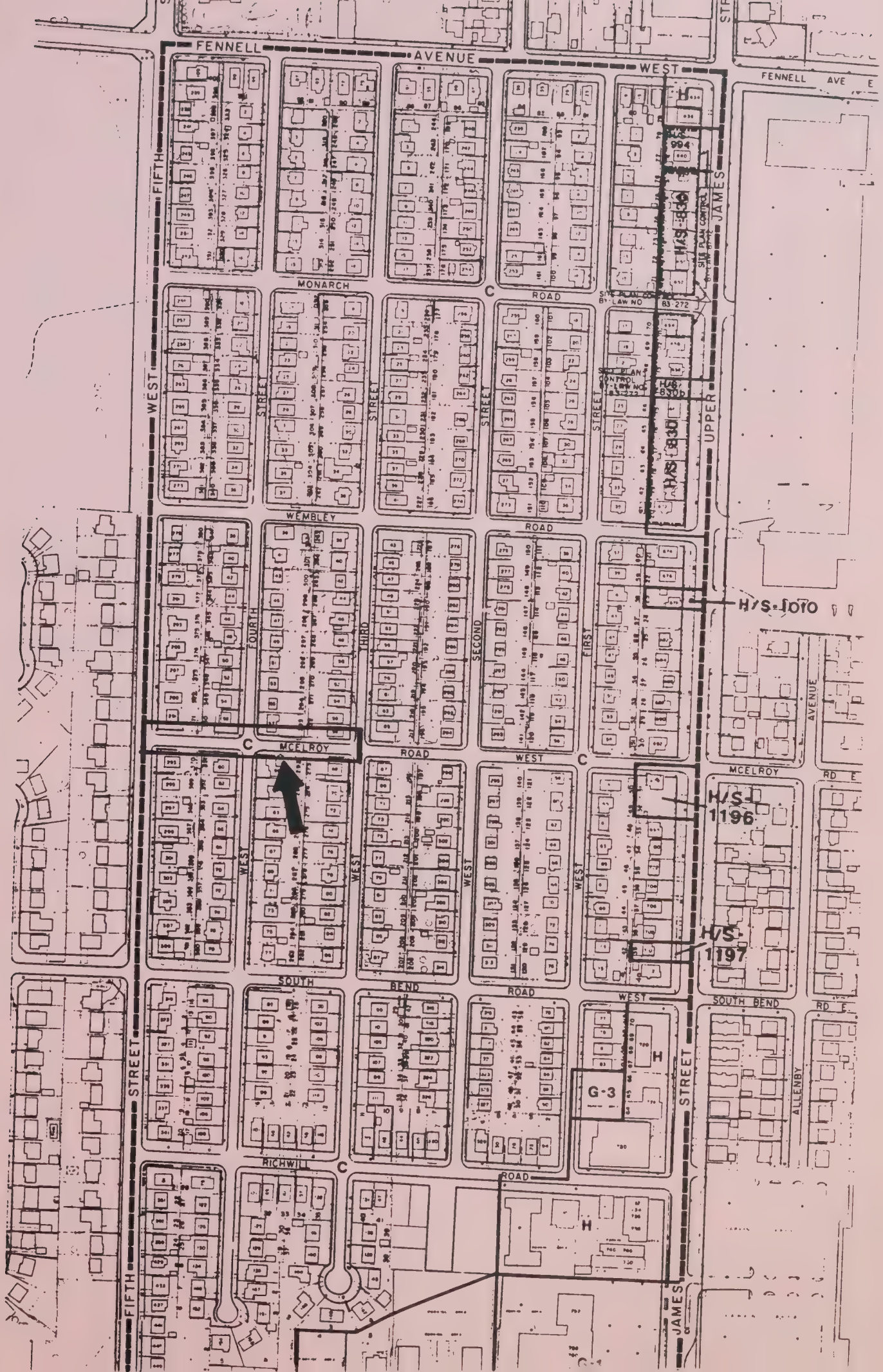
Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of six of the eight one, two and three family dwellings with flankages along McElroy between West 3rd and West 5th, requesting that parking be prohibited on the north side of McElroy in this two block section of street. All six residents who signed the petition are in favour of the

requested regulation. The resident who circulated the petition has advised that the two residents who did not sign the petition are opposed to the requested regulation.

McElroy has a 28 foot pavement width, and presently, parking is prohibited on the south side and there is unrestricted free parking on the north side of the street in this area. The Traffic Department generally considers a parking prohibition on both sides of local residential streets to be over-restrictive and unnecessary. However, since 75 percent of the abutting residents are in favour of the requested regulation, and since there are no homes fronting on this section of street, the Traffic Department has no serious objection to this request.


FENNELL AVENUE WEST
FENNELL AVE E
FIFTH WEST STREET
JAMES UPPER STREET
MONARCH ROAD
WEMBLEY ROAD
MCELROY ROAD WEST
SOUTH BEND ROAD WEST
RICHWILL ROAD
FOURTH STREET
THIRD STREET
SECOND STREET
FIRST STREET
MCELROY AVE RD E
SOUTH BEND RD E
ALLENBY AVENUE
H/S-1010
H/S-1196
H/S-1197
H/S-830
H/S-830b
H/S-884
SITE PLAN CONTROL BY-LAW NO 83-272
G-3
H

2(b)(ii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 February 18

RECEIVED
FEB 21 1992
CITY CLERKS

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Gloucester Road between Aberdeen Avenue and Inglewood Drive - Parking Regulations. [TEC-29-92]

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the west side of Gloucester Road between Aberdeen Avenue and Inglewood Drive; and

b) That a "Three Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Gloucester Road commencing at Aberdeen Avenue and extending to a point 147 feet southerly therefrom; and

c) That a "No Parking" regulation be implemented on the east side of Gloucester Road commencing at a point 147 feet south of Aberdeen Avenue and extending to a point 91 feet southerly therefrom; and

d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 per year cost of each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a letter signed by three of the four abutting residents of Gloucester between Aberdeen and Inglewood, requesting that parking be prohibited on the west side and that a "Three Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of the street. All three residents are in favour of the requested regulations.

Gloucester has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street. The residents have expressed concern regarding long-term non-resident parking by employees of and visitors to St. Joseph's Hospital. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements.

The implementation of the requested regulations would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24.00 per year to exempt their vehicles from the signed time limit. Therefore, since 75 percent of the abutting residents are in favour of the requested regulations, the Traffic Department concurs with the request.

Also, because the pavement width narrows to 23 feet due to an island at the north-east corner of the intersection of Gloucester and Inglewood, it is necessary to prohibit parking for 91 feet on the east side of Gloucester immediately north of Inglewood to facilitate the movement of traffic.


ROBINSON STREET
CHARLTON AVENUE WEST
HERKIMER STREET
MARKLAND STREET
ABERDEEN AVENUE
YOUNG ST
FOREST AVE
CHARLTON ST. EAST
ST JOSEPH'S DR
FREEMAN PL
ST JAMES PL
BULL'S LANE
ROSEDENE AVE
INVERNESS AVE. E.
INVERNESS AVE W
JAMES MOUNTAIN RD
MOUNTAIN ACCESS
CLARENCE
INGLEWOOD
GLOUCESTER
DRIVE
INDERCLIFFE AVE
CARTON PLACE
BAY STREET SOUTH
TURNER AVE
CAROLINE
MACNAB
JAMES
HUGHSON
BARKER AVE
TANNER ST
CRES
E-3
DE-3
E/S-1095
E-3/S-294
E/S 832
E/S 303
C/S-623a
C/S 688
C/S 72
69
65
14
776
A
C
E
G
D

2(D)(ii)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 February 19

RECEIVED
FEB 21 1992
CITY CLERKS

REPORT TO: Mr. Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West 32nd Street, north of Bendamere Avenue - Parking Regulations. **(TEC-34-92)**

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West 32nd Street, commencing at Bendamere Avenue and extending to a point 121 feet northerly on the east side and 123 feet northerly on the west; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Don Ross has forwarded a petition signed by the two abutting residents on both sides of West 32nd, north of Bendamere, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in front of these four homes.

West 32nd has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees of and visitors to Chedoke Hospital. The implementation of the requested regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24.00 per permit each year to exempt their vehicles from the signed parking time limit.

Experience has shown that implementing a time limit regulation for a portion of a block merely transfers the parking problem further down the block resulting in additional petitions being circulated at a later date. However, since 100 percent of the abutting residents are in favour of the requested regulation, the Traffic Department has no serious objection to signing only a portion of the block immediately north of Bendamere.


SCENIC DRIVE
B-1
C
LESLIE
AVENUE
35th
34th
33rd
32nd
31st
WEST
ST
B-2
SCHOOL OF NURSING
BENDAMERE
AVENUE
ROAD
C
ELMWOOD
B

2(b)(ii)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 January 30

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

RECEIVED
FEB 21 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West side of Walnut Street between Jackson Street and Hunter Street - Parking Regulations. [TEC-27-92]

RECOMMENDATION:

a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the west side of Walnut Street, which commences at a point 54 feet north of Hunter Street and extends to a point 100 feet northerly therefrom, be shortened, such that the regulation commences at a point 54 feet north of Hunter Street and extends to a point 77 feet northerly therefrom; and

b) That a two hour parking meter be installed on the west side of Walnut Street commencing at a point 131 feet north of Hunter Street and extending to a point 23 feet northerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

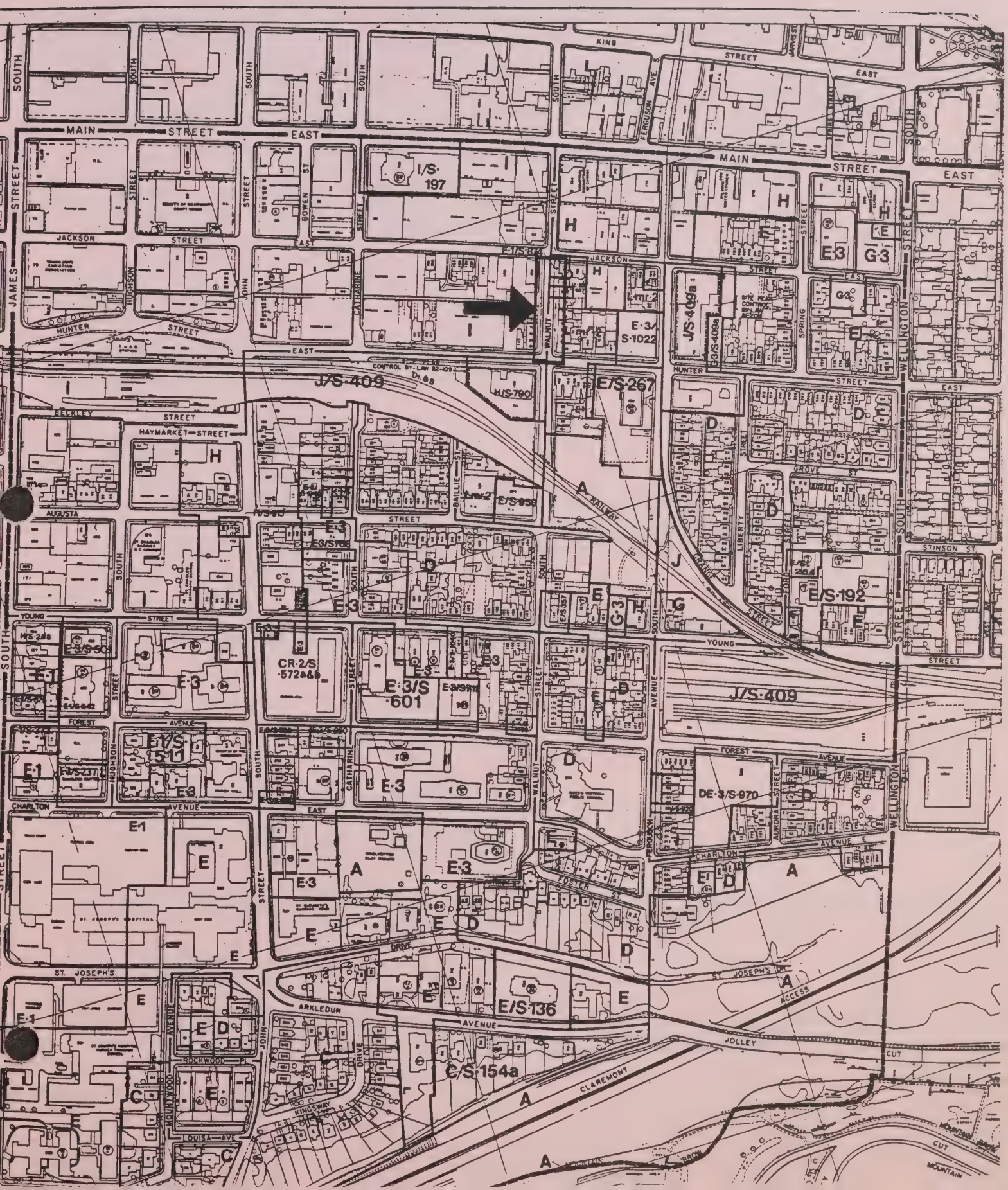
Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of installing the subject meter.

BACKGROUND:

Alderman Agro has forwarded a request from Mrs. Janet Klein, owner of Dressing Up Clothes Boutique, 74 1/2 Walnut Street South, that a parking meter be installed in front of her business to provide a parking area for her customers. Her husband, John Klein operates an accounting business from this building as well.

As a result of a petition by residents in the block, City Council at its meeting held 1991 August 27 approved the removal of four parking meters in this area and the provision of approximately five one hour time limit parking spaces. Mr. and Mrs. Klein did not object to the removal of the meter from in front of their business, but advised that they would monitor their parking situation. Mr. and Mrs. Klein have now advised that they object to the removal of the meter and have requested that it be re-installed.

Presently, there are only three parking meters in this block which serve nine businesses in the immediate area. Therefore, the Traffic Department concurs with the request.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KING STREET EAST
JACKSON STREET
HUNTER STREET
BECKLEY STREET
HAYMARKET STREET
AUGUSTA STREET
YOUNG STREET
FOREST AVENUE
CHARLTON AVENUE
ST. JOSEPH'S DRIVE
ARKLEDUN AVENUE
ROCKWOOD
KINGSWAY
LOUISA AVE
JOLLEY CUT
CLAREMONT ACCESS
MOUNTAIN BROW
MOUNTAIN DRIVE
CUT MOUNTAIN
GROVE ST
STINSON ST
FOSTER ST
JAMES STREET SOUTH
WELLINGTON STREET SOUTH
FERGUSON AVE
WALNUT STREET
CATHARINE STREET
HUGHSON STREET
JOHN STREET
BOWEN ST
BAILLIE ST
LIBERTY STREET
SPRING STREET
AURORA STREET
MOUNTWOOD AVENUE
RAILWAY
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J/S-409
H/S-790
E/S-267
E-3/S-1022
J/S-409a
E/S-192
CR-2/S-572a&b
E-3/S-601
E/S-136
C/S-154a
DE-3/S-970
E-1/S-51
E-3/S-50
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CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 January 21

RECEIVED
FEB 21 1992
CITY CLERKS

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South side of Central Avenue, west of Weir Street South - Request for a "Wheelchair Loading Zone". [TEC-14-92]

RECOMMENDATION:

a) That a "No Stopping, Wheelchair Loading Only, 11:00 a.m. to 6:00 p.m., seven days a week" regulation be implemented on the south side of Central Avenue, commencing at a point 32 feet west of Weir Street and extending to a point 24 feet westerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

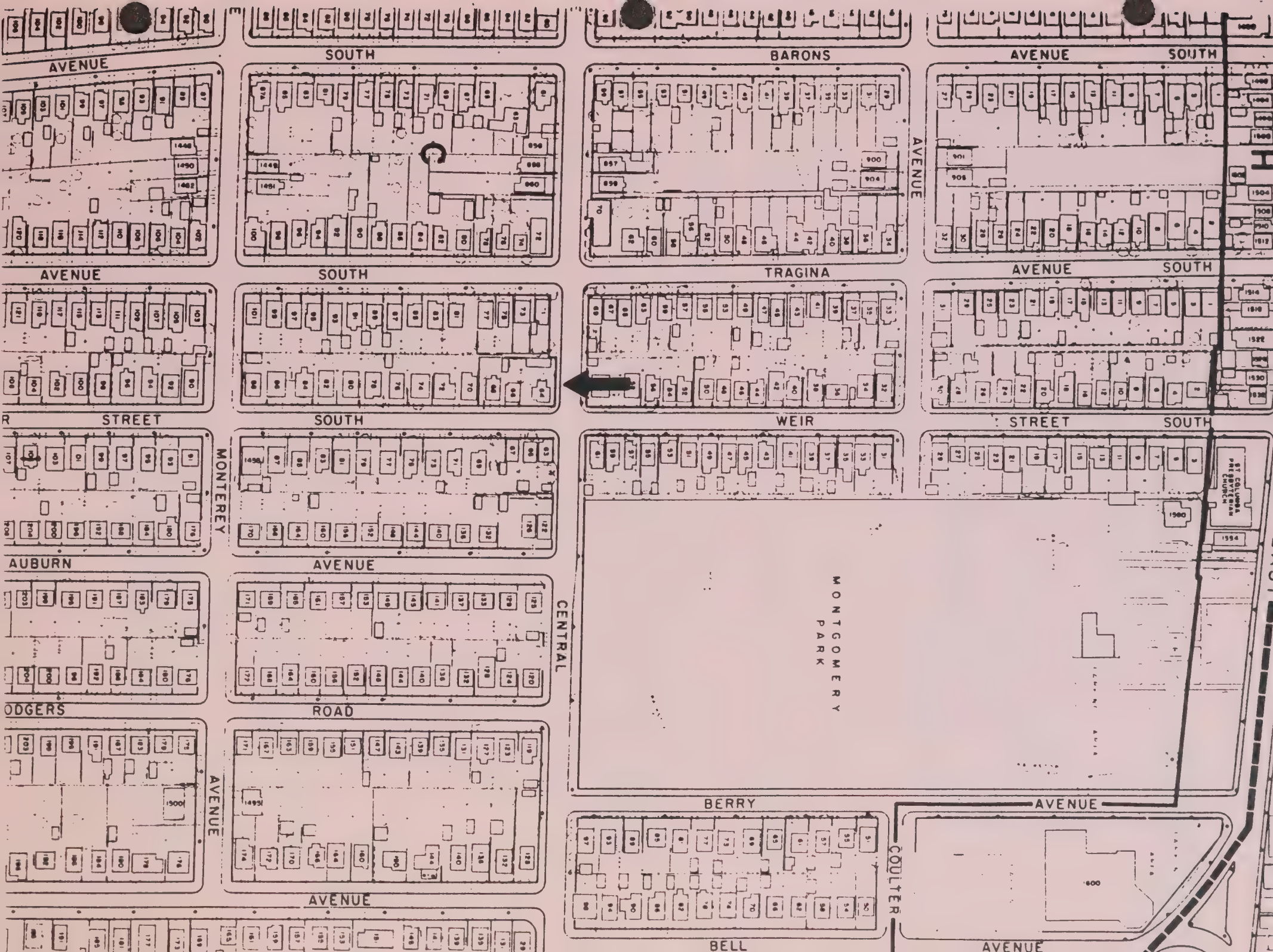
Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Ms. Sylvia Rymsza, 64 Weir Street South, that a wheelchair loading zone be implemented on the south side of Central, along

the flankage of her home, in order to provide Darts vehicles with an area to load and unload her since she is handicapped.

Central has a 32 foot pavement width, and presently, there is a an "Alternate Side Parking" regulation on the street in this area. The implementation of the requested regulation will result in a loss of one legal on-street parking space along the flankage of Ms. Rymsza's property, only from the 16th to the end of each month, April to November. Also, the applicant has agreed to limit the hours of the regulation such that the space is available for parking each evening and parking would be permitted on either side of the street for the remainder of the block. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.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CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 February 07

RECEIVED
FEB 21 1992
CITY CLERKS

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East side of Brigade Drive, north of Byng Street - School Bus Loading Zone. [TEC-31-92]

RECOMMENDATION:

a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of Brigade Drive, commencing at a point 205 feet north of Byng Street and extending to a point 40 feet northerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

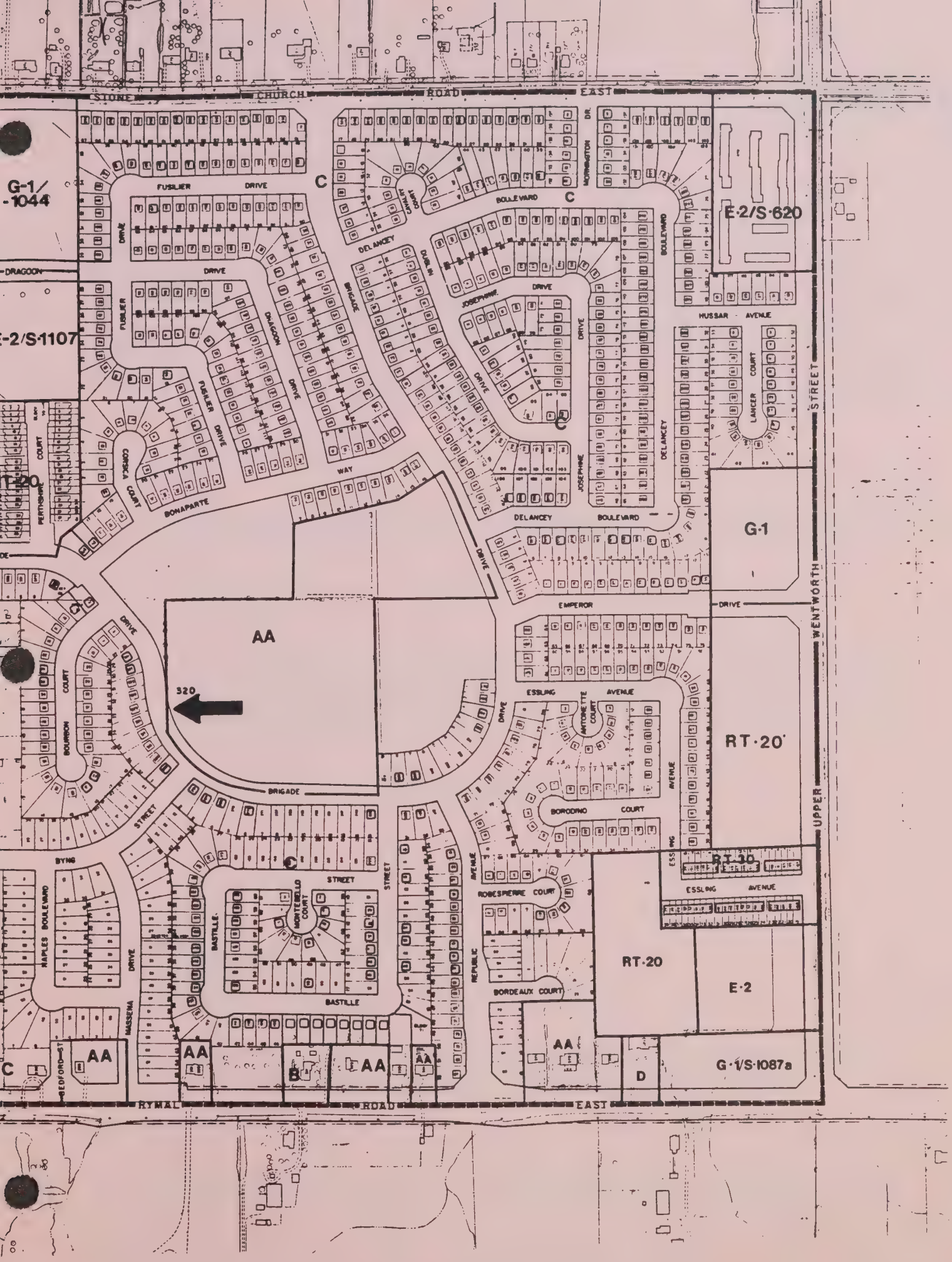
Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from the Board of Education for the City of Hamilton, that a school bus loading zone be implemented on the east side of Brigade to accommodate one school bus directly in front of Helen Detwiler Elementary School.

Brigade has a 28 foot pavement width, and presently, there is a "No Parking - 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side and there is unrestricted free parking on the west side of the street in this area.

Although school buses are permitted to stop to load and unload in the "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" area adjacent to the school, the Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and all vehicular traffic must stop in both directions while loading and unloading is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of children is taking place on Brigade, the Traffic Department concurs with the request.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DRAGOON
E-2/S-1107
T-20
PERTSHIRE COURT
FUSILIER DRIVE
DRIVE
DRAGOON DRIVE
BRIGADE WAY
CONSCRIPT COURT
BONAPARTE
DELANCEY CIRCLE
DELANCEY BOULEVARD
DUBLIN DRIVE
JOSEPHINE DRIVE
JOSEPHINE BOULEVARD
MORRISTON DR.
E-2/S-620
HUSSAR AVENUE
LANCER COURT
DELANCEY
G-1
EMPEROR DRIVE
WENTWORTH UPPER STREET
AA
320
BOURBON COURT
ESSLING AVENUE
ANTOINETTE COURT
BORODINO COURT
RT-20
BRIGADE
STREET
BYNG
NAPLES BOULEVARD
MONTEBELLO COURT
BASTILLE
ROBESPIERRE COURT
REPUBLIC
BORDEAUX COURT
MASSENA DRIVE
BEDFORD ST
B
C
D
E-2
G-1/S-1087a
RYMAL ROAD EAST

2(oXiiX3)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 February 11

RECEIVED

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FEB 21 1992

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

CITY CLERKS

SUBJECT:

East side of James Street North, north of Macauley Street - Request for a Wheelchair Loading Zone. [TEC-32-92]

RECOMMENDATION:

a) That a "No Stopping, Wheelchair Loading Only, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of James Street North, commencing at a point 124 feet north of Macauley Street and extending to a point 25 feet northerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

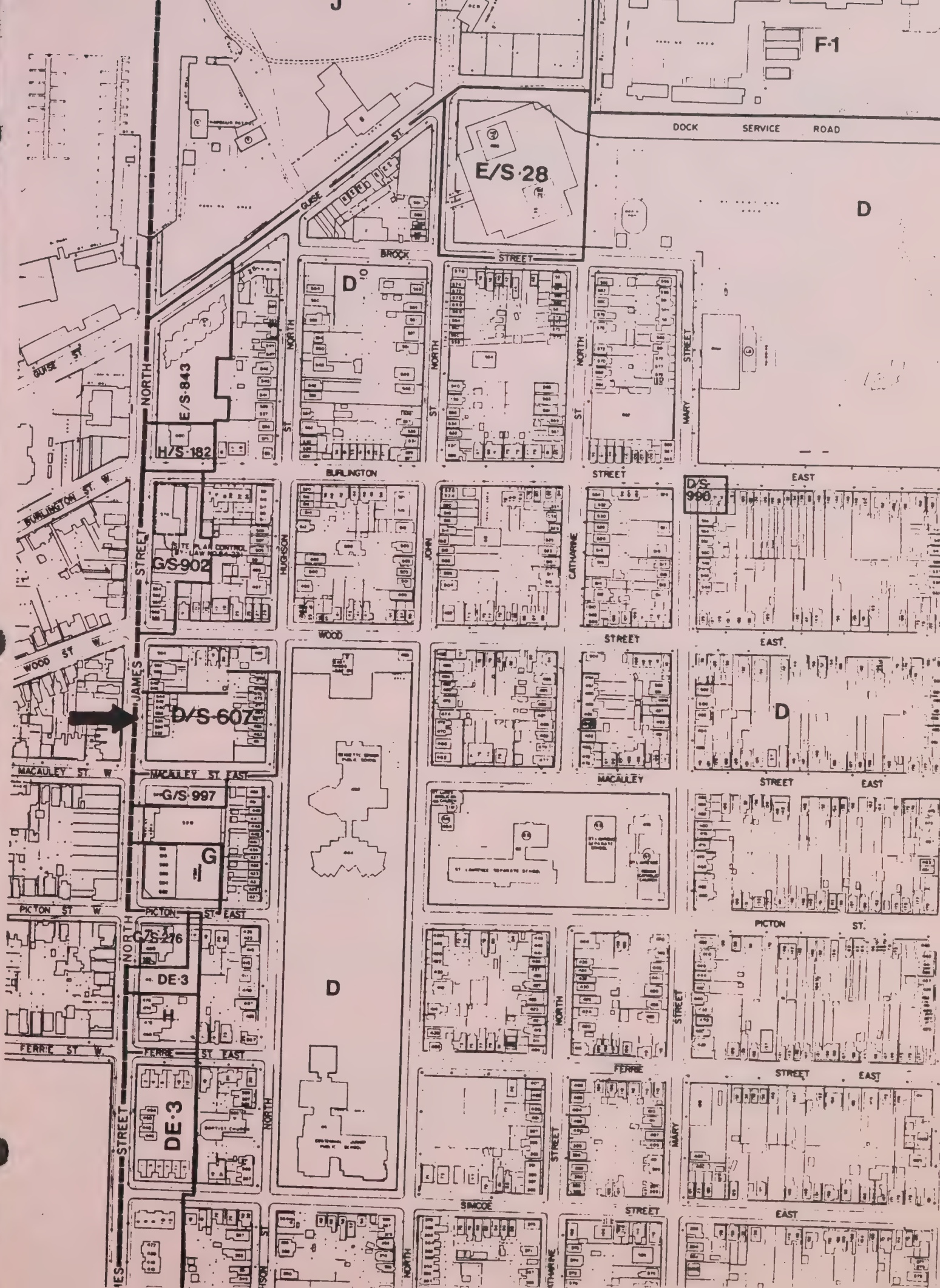
Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Chatten, 536 James Street North and Mrs. Marjory Burveill, 538 James Street North, that a wheelchair loading zone be

implemented on the east side of James in front of their homes to provide Darts vehicles with an area to load and unload two handicapped residents.

James has a 44 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The implementation of the requested regulation will result in a loss of one legal on-street parking space directly in front of the applicants homes during the times when parking is allowed on the east side of the street. The applicants have agreed to limit the hours for loading and unloading to 9:00 a.m. to 5:00 p.m., Monday through Friday, such that the space will be available for parking each evening and all day on weekends. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents and concerns with the request.


F-1
DOCK SERVICE ROAD
E/S-28
D
GUISE ST.
BROCK STREET
NORTH ST
NORTH STREET
MARY STREET
E/S-843
H/S-182
BURLINGTON ST. W.
BURLINGTON STREET EAST
D/S-990
G/S-902
HUGHSON
JOHN
CATHARINE
WOOD ST. W.
WOOD STREET EAST
JAMES STREET NORTH
D/S-607
MACAULEY ST. W.
MACAULEY ST. EAST
MACAULEY STREET EAST
G/S-997
G
PICTON ST. W.
PICTON ST. EAST
PICTON ST.
G/S-276
DE-3
H
FERRIE ST. W.
FERRIE ST. EAST
FERRIE STREET EAST
SIMCOE STREET EAST

2(o)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 January 27

RECEIVED
FEB 21 1992
CITY CLERKS

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Apartment building at No. 41-43 Herkimer Street - Request for a Time Limit Exemption Permit. [TEC-24-92]

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first four eligible applicants residing at No. 41-43 Herkimer Street.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for $96.00 in revenue each year from the sale of parking permits to residents of the apartment building at No. 41-43 Herkimer Street.

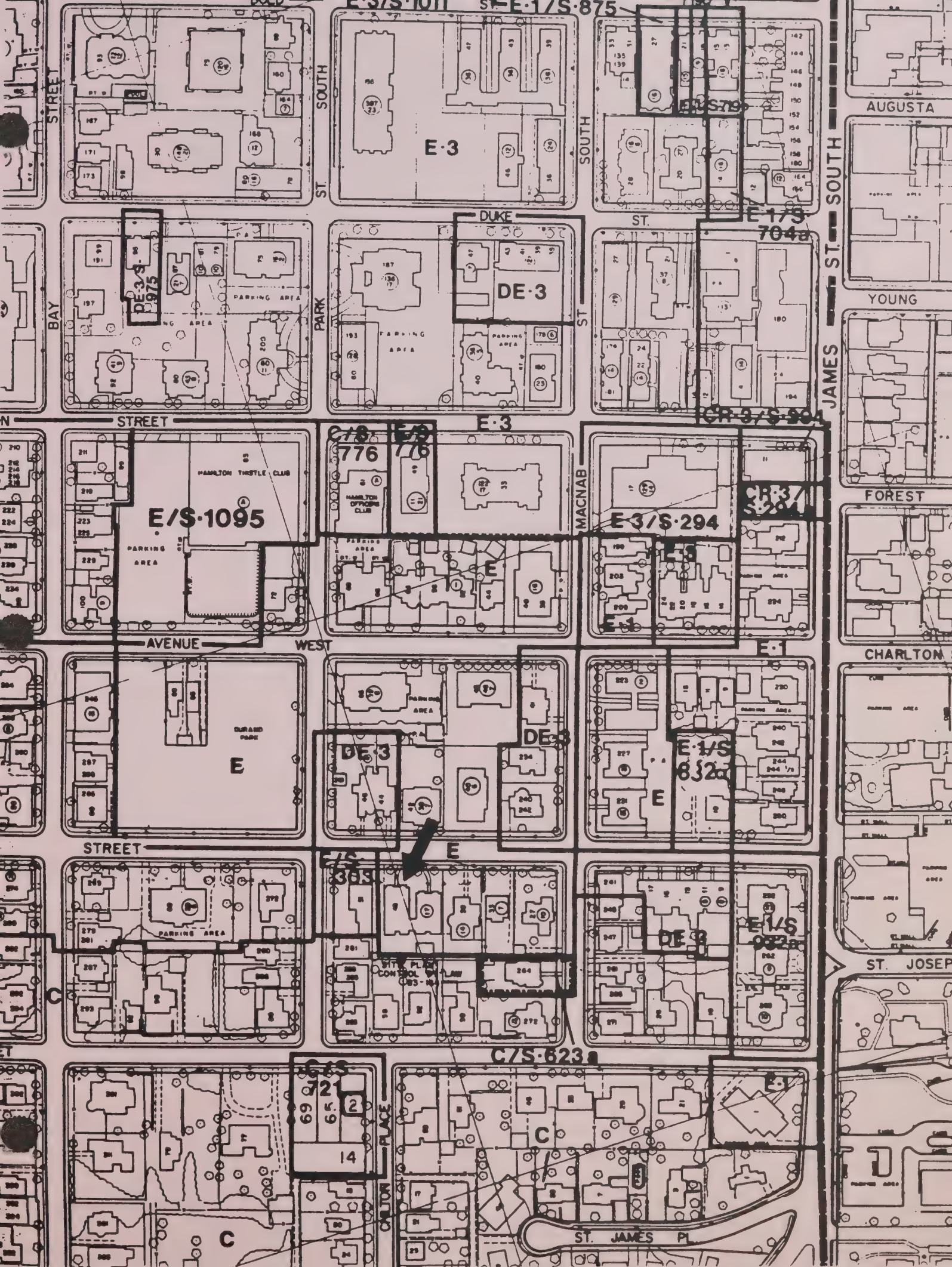
BACKGROUND:

The Traffic Department has received a request from Ms. Alyssa Libstug, 41 Herkimer Street, that time limit exemption permits be issued to residents of this building. The building is located on the south side of Herkimer between Park and MacNab and the applicant has indicated that she wishes to park her vehicle in the time limit areas on Park or MacNab.

Investigations reveal that there are 17 dwelling units in the subject building and that there are ten off-street parking spaces available on the property. Past practice of the Committee has established a policy that generally, permits will be issued to residents of one, two and three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on Herkimer in this area consists generally of single family homes and apartment buildings.

Periodic observations reveal that the streets in this area are heavily parked during the day, but since there has not been a great demand for permits in this immediate area, it appears that the parking is generally non-resident parking, presumably by area employees.

The Zoning By-law requires that a minimum of 14 off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of four off-street parking spaces in accordance with the current Zoning By-law requirements. Therefore, it would be appropriate to issue a maximum of four parking permits to the residents of this building on a first come, first served basis.


E-3/S-1011
E-1/S-875
STREET
SOUTH
ST.
E-3
E-1/S-719
AUGUSTA
DUKE
ST.
E-1/S-704a
DE-3/S-975
PARKING AREA
DE-3
BAY
PARK
ST
JAMES
ST.
SOUTH
YOUNG
STREET
E-3
CR-3/S-904
HAMILTON THISTLE CLUB
E/S-1095
C/S-776
E/S-776
HAMILTON OFFICERS CLUB
MACNAB
E-3/S-294
CR-3/S-294
E-3
E-1
FOREST
AVENUE
WEST
E-1
CHARLTON
DURAND PARK
E
DE-3
E-1/S-632a
STREET
E/S-385
SITE PLAN CONTROL BY-LAW
DE-3
E-1/S-632b
ST. JOSEP
C
C/S-623a
C/S-72
69
65
2
14
CARLTON PLACE
C
ST. JAMES PL

2(E)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED

FEB 19 1992

CITY CLERKS

DATE: 1992 February 19

REPORT TO: Mr. Kevin Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Purchase of former rail crossings on C.P. Rail (T.H. & B.) for Ewen and Rifle Range Roads**

RECOMMENDATION:

a) That the purchase of the land beneath two former rail lines crossing Ewen and Rifle Range Roads (Parts 4 and 6, 62R-11818) from C.P. Rail at a price of $2,000.00 be approved in accordance with the terms of the Agreement annexed hereto as Schedule "A". The administration fee of $2,000.00 be charged to Account CH 5X323 00102 (Reserve for Property Purchases).

b) That upon completion of the purchase and removal of the tracks, the Senior Director, Roads Department, be authorized and directed to prepare by-laws to establish the land acquired to form part of Ewen and Rifle Range Roads.

c) That the Mayor and City Clerk be authorized to execute the Letter of Agreement attached hereto as Schedule "A".

D. W. Vyce

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

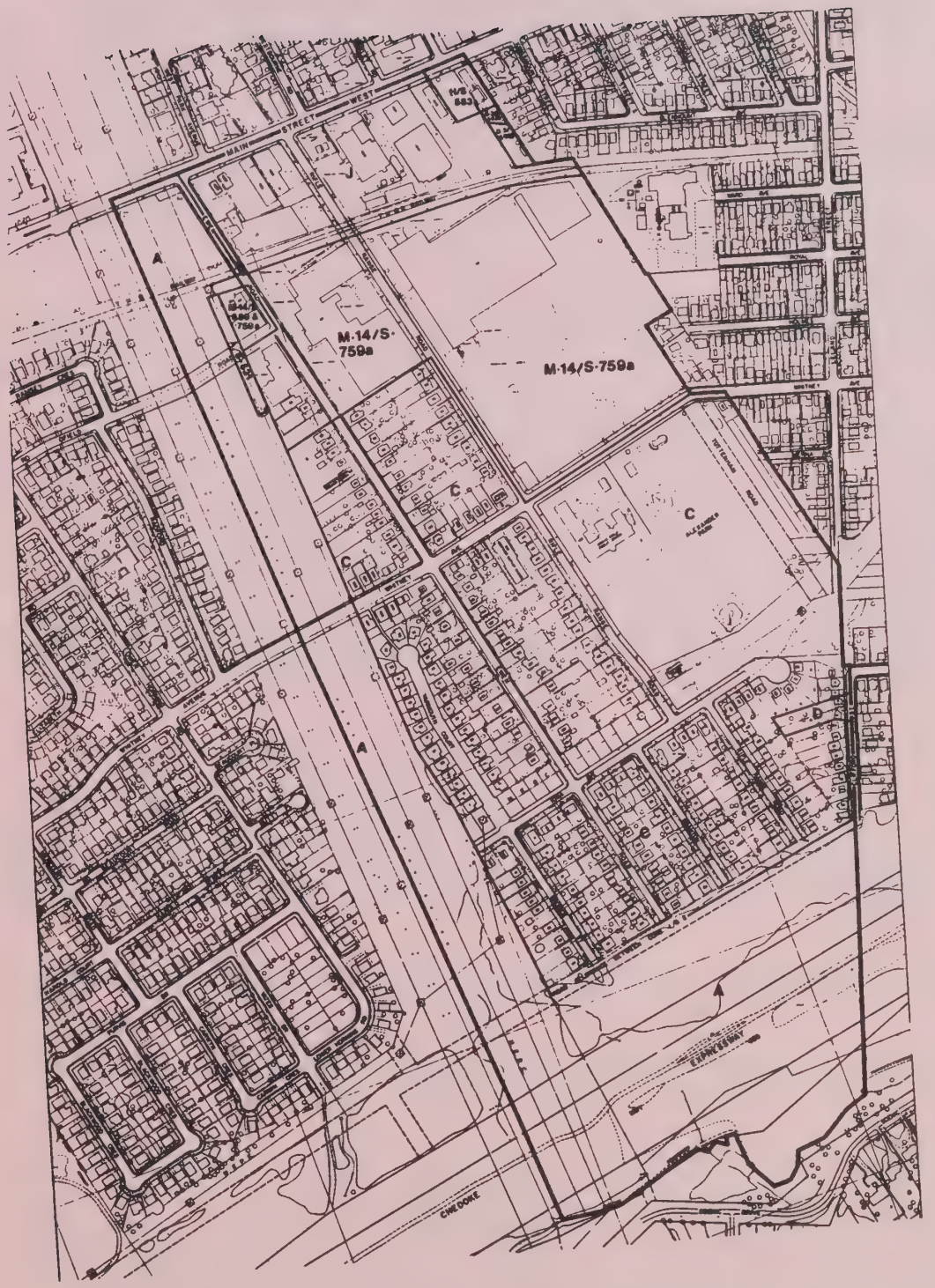
In connection with C.P. Rail's removal of a spur rail line, C.P. has offered to sell to the City two parcels of land through which two City streets, namely Ewen Road and Rifle Range Road, now have a crossing. C.P. has agreed to remove its tracks from each crossing and convey title to the City of each parcel subject only to the City's payment of $2,000.00. This sum is to offset C.P.'s expenses in this sale including its track removal/road restoration costs as well as its survey, administrative and legal expenses.

The purchase on these terms is recommended as this is a reasonable amount to pay in return for these two parcels. The Agreement referred to in the above recommendation has been prepared with the assistance of, and is satisfactory in form to the Law Department.

Attach

c.c. Mrs. P. Noé Johnson, City Solicitor
Attention: Mr. D. Powers
Mr. I. R. Hammel, Acting Treasurer
Ms. L. MacNeil, Property Clerk, Surveys
Mr. D. Lobo, Acting Director of Public Works

(4509)



3 28 / 4 1 2 / 163 25	CITY OF HAMILTON
This is not a Legal Document. For Zoning Verification Please Contact City Building Department.	AINSLIE WOOD ZONING
Neighbourhood Boundary / Zoning Boundary	SCALE
Prepared for The City of Hamilton by the Planning and Development Department of the Regional Municipality of Hamilton-Wentworth	PLANNING FILE NO. 6902 · JUNE 1986 · PAGE NO. 1

Properties - Ontario
40 University Avenue Suite 807
Toronto Ontario M5J 1T1
Fax (416) 863-3167

CP Rail

M B Cairns
Manager Land Marketing
K J Kingsbury
Senior Account Executive
K L Anderson
Account Executive
K T Paul
Account Executive
G M Pimentel
Technical Representative

February 13, 1992

The Corporation of the
City of Hamilton
71 Main Street West
5th Floor, City Hall
Hamilton, Ontario

This Letter of Agreement confirms that Canadian Pacific Limited ("CP Rail") agrees to arrange transfer to the Corporation of the City of Hamilton (the "City"), and the City agrees to accept, the lands described as Part of Lot 55, Concession 1 and Part of Lot 23, Registrar's Compiled Plan 1478, formerly in the geographic Township of Ancaster, now City of Hamilton, Regional Municipality of Wentworth, designated as Parts 4 and 6, Plan 62R-11818, containing 0.181 acres (0.073 hectares), and forming part of the road allowances of Ewen and Rifle Range Roads (the "lands"). The transfer shall be subject to the following:

1. The transfer shall be completed on or before March 20, 1992.

2. On the date of transfer, title to the lands shall be good and free of all leasehold rights, interest and encumbrances, save and except for registered restrictions and convenants which run with the lands, provided such are complied with. The City will have vacant possession of the lands.

3. On the date of transfer, CP Rail will arrange transfer of the lands to the City by a good and sufficient deed in fee simple.

4. Upon completion of the transfer, the City will pay to CP Rail on administration fee of two thousand ($2,000.00) dollars.

5. The City shall be allowed until March 13, 1992 to examine title and inspect the lands at its own expense. If prior to March 13, 1992, any valid objection to title is made in writing to CP Rail which CP Rail is unable or unwilling to remove, and which the City will not waive, CP Rail will not be required to arrange transfer of the lands, nor will the City be required to pay the administration fee. Neither part shall then have any obligation remaining which may have arisen through this Letter of Agreement. Save as to any valid objection so made within such time the City shall be conclusively deemed to have accepted the title of the owner to the real property. The City is not to call for the production of any title deeds, abstract or evidence of title expect such as are in the possession of CP Rail.

6. Conditional upon completion of the transfer, CP Rail will remove the trackage and other works which are located on the lands, and at its own cost will restore the lands to a condition equivalent to the existing condition of the adjacent roadway, to the reasonable satisfaction of the City's Director of Public Works (the "Director"). Upon completion of the work, CP Rail will notify the Director who will conduct an inspection. Work will be completed by June 30, 1992. This obligation will continue to be binding upon CP Rail despite the transfer of the lands to the City.

If you are in agreement with the above, please sign this letter on behalf of the City in the space below, and return one copy to my attention or or before March 13, 1992. My signature below is sufficient to bind CP Rail.

Yours truly,

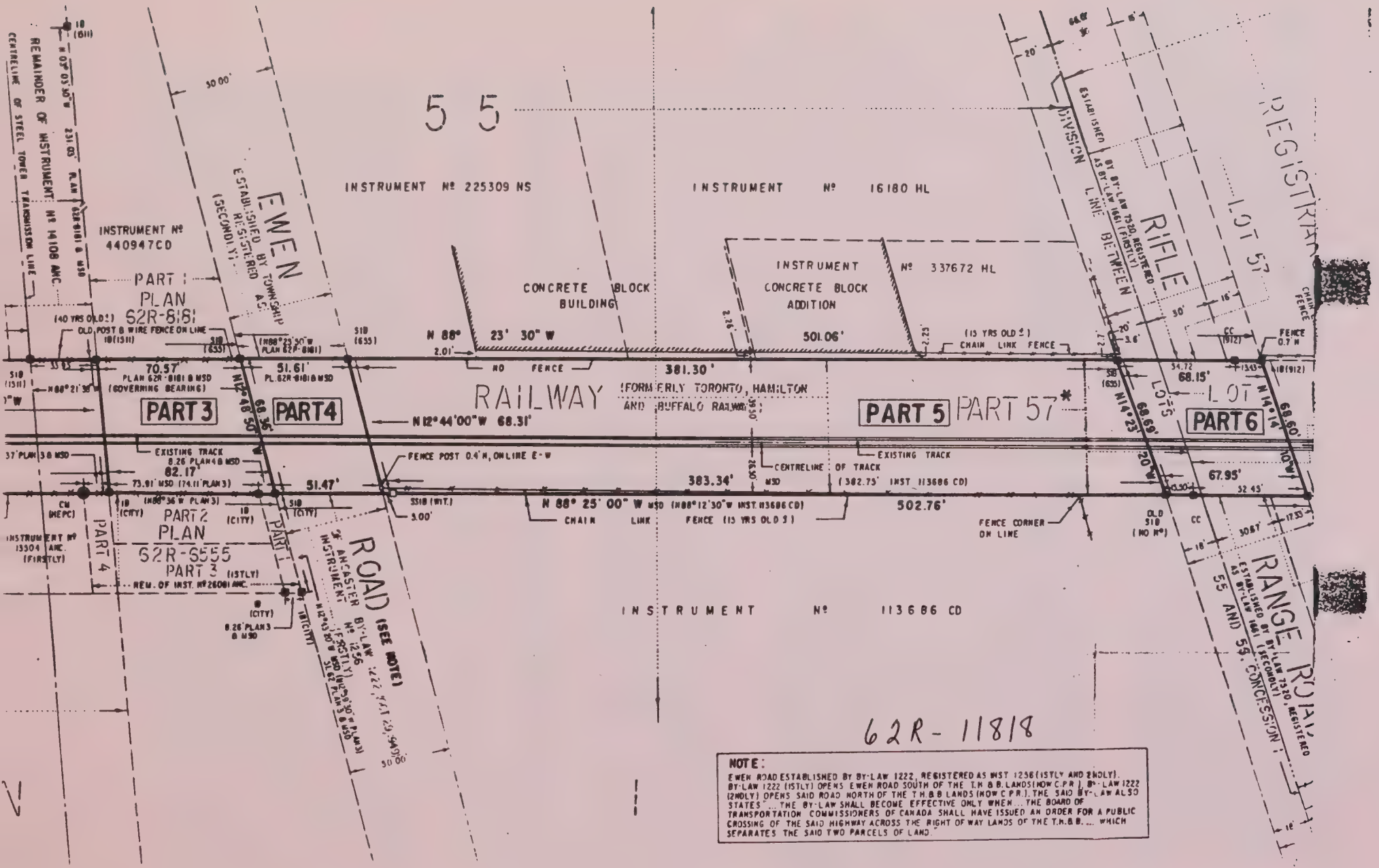
Mark B. Cairns
Manager, Land Marketing
Properties - Ontario

The Corporation of the City of Hamilton

Per: _____

Title: _____

Date: _____



NOTE:

EWEN ROAD ESTABLISHED BY BY-LAW 1222, REGISTERED AS INST 1256 (1STLY AND 2NDLY). BY-LAW 1222 (1STLY) OPENS EWEN ROAD SOUTH OF THE T.H.&B. LANDS (NOW C.P.R.). BY-LAW 1222 (2NDLY) OPENS SAID ROAD NORTH OF THE T.H.&B. LANDS (NOW C.P.R.). THE SAID BY-LAW ALSO STATES "... THE BY-LAW SHALL BECOME EFFECTIVE ONLY WHEN ... THE BOARD OF TRANSPORTATION COMMISSIONERS OF CANADA SHALL HAVE ISSUED AN ORDER FOR A PUBLIC CROSSING OF THE SAID HIGHWAY ACROSS THE RIGHT OF WAY LANDS OF THE T.H.&B. ... WHICH SEPARATES THE SAID TWO PARCELS OF LAND."

FEB 2(F)(i)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED

FEB 20 1992

CITY CLERKS

DATE: 1992 February 19

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: SUPPLY AND DELIVERY OF TRAFFIC PAINT DURING 1992

RECOMMENDATION:
That a purchase order be issued to Niagara Paint & Chemical Co. Ltd., Hamilton, for the supply and delivery of Traffic Paint as and when required during 1992, being the lowest of three tenders received, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, at the following prices, and that this expenditure be financed through Pavement Markings Material Account No. 56153 75999:

White and Yellow non-coning in 205 l. containers	$1.78 l.
White and Yellow coning in 20 l. containers	1.88 l.

GST and PST extra

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:

	Price per Litre	
	White/Yellow Non-Coning	White/Yellow Coning
Niagara Paint & Chemical, Hamilton	$1.78	$1.88
Ibis Products, Scarborough	1.79	1.89
ICI Paints, Concord	No Bid	2.09

GST and PST extra to above prices. Estimated expenditure during 1992 $187,834.20.

2(F)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED
FEB 24 1992
CITY CLERKS

DATE: 1992 February 21

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: ANNUAL SUPPLY OF ASPHALT, PUBLIC WORKS DEPARTMENT 1992

RECOMMENDATION:
That purchase orders be issued for the supply and delivery of Asphalt as and when required during 1992 by the Public Works Department, being the lowest of four (4) tenders received, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, and that these expenditures be financed from Stock Materials Account No. CH56197 60999, as follows:

<u>Cayuga Materials & Construction, Simcoe</u>	
Steel Slag Asphalt	$45.00
Asphalt Surface Course H.M.3	42.76
Asphalt Binder Course H.M.5	38.35
Liquid Asphalt Cement	1.45 l.
<u>Taro Aggregates, Hamilton</u>	
Asphalt Surface Course H.M.3	40.00
Asphalt Binder Course H.M.5	36.00
Cold Laid Patching Material	59.00
<u>Red-D-Mix Concrete, Hamilton</u>	
Steel Slag Asphalt	42.00
Asphalt Surface Course H.M.3	41.75
Asphalt Binder Course H.M.5	37.00
Liquid Asphalt Cement	2.00 l.
Cold Laid Patching Material	59.00

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: ANNUAL SUPPLY OF ASPHALT, PUBLIC WORKS DEPARTMENT 1992

****

Norjohn Limited, Thorold

Cationic Emulsion CRS-2	delivered	$ 0.2824 l.
Cationic Emulsion CRS-2 latex	delivered	0.3594 l.

GST and PST extra where applicable. Prices per tonne, picked up, unless otherwise specified.

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:
$870,991.41 was spent in 1991 for this commodity. See spreadsheet attached for comparison prices. Loaded on City of Hamilton trucks at Contractors' plants unless otherwise indicated. Supplier will be chosen on the basis of low bidder first then location of Contractor's plant to job site.

Ref: 0126D.91

ANNUAL SUPPLY OF ASPHALT - 1992
PRICE PER TONNE
ALL TAXES EXTRA

DELIVERY "P" - LOADED ON AREA MUNICIPALITY OR REGIONAL TRUCKS AT CONTRACTOR'S PLANT APRIL 15 TO DECEMBER 31
DELIVERY "D" - DELIVERED WITHIN CITY AND REGIONAL LIMITS

	STEEL SLAG ASPHALT		ASPHALT SURFACE COURSE H.M.3	
	"P"	"D"	"P"	"D"
CAYUGA MATERIALS	$45.00 * Alternative mix HL-3 (high stability)	NO BID	$42.76	NO BID
TARO AGGREGATES	NO BID	NO BID	$40.00	NO BID
RED-D-MIX CONCRETE	$42.00	NO BID	$41.75	NO BID
CAPITAL PAVING	NO BID	NO BID	$36.22	NO BID

	ASPHALT BINDER COURSE H.M. 5		HOT LIQUID ASPHALT FOR WINTER PATCHING
	"P"	"D"	"P" ONLY
CAYUGA MATERIALS	$38.35	NO BID	NO BID
TARO AGGREGATES	$36.00	NO BID	NO BID
RED-D-MIX CONCRETE	$37.00	NO BID	$3.00 LITRE
NORJOHN LIMITED	NO BID	NO BID	$1.80 LITRE
CAPITAL PAVING	$34.97	NO BID	NO BID

	UNIT RATE FOR SUPPLYING LIQUID ASPHALT CEMENT UNDER DELIVERY "P"
CAYUGA MATERIALS	$ 1.45 litre
RED-D-MIX CONCRETE	$ 2.00 litre

PART 2 - PRICE PER LITRE, FOB VARIOUS REGIONAL AND CITY YARDS
ALL TAXES EXTRA

	MTC PRIMER IN TANK TRUCKS	CATIONIC ASPHALT EMULSIONS CRS-2	COST TO SUPPLY TANK	SURCHARGE TO FILL STORAGE TANKS
NORJOHN LIMITED	$0.38	$0.2824	NO CHARGE	NO CHARGE
T.J. POUNDER (ONTARIO) LTD.	NO BID	$0.330	NIL	NIL
MC ASPHALT INDUSTRIES	$ .37	$0.2959	$100 PER DAY	$ .015
ASPHALT ENGINEERING	$0.465	$0.329	$1,000.00	$52/HOUR OVER 2 HOURS

	CATIONIC ASPHALT EMULSIONS PRICE PER LITRE CRS - 2		CRS-2 LATEX MODIFIED	ANIONIC ASPHALT EMULSIONS RS-1 "D" TO STONEY CREEK YARD ONLY
	"P"	"D"	"D" ONLY	
NORJOHN LIMITED	$0.2774	$0.2824	$0.3594	$0.2824
T.J. POUNDER	$0.310	$0.332	$0.409	$0.332
MC ASPHALT INDUSTRIES	$0.275	$0.2959	$0.3759	$0.2959
ASPHALT ENGINEERING	$0.290	$0.331	$0.408	$0.331

	CATIONIC ASPHALT EMULSIONS DELIVERED IN TANK TRUCKS PRICE PER LITRE TO TOWN OF ANCASTER		THROUGHPUT SURCHARGE TO FILL STORAGE TANKS
	CRS-2	CRS-1	
NORJOHN LIMITED	$0.2824	$0.2824	NO CHARGE
T.J. POUNDER	$0.332	$0.332	NIL
MC ASPHALT INDUSTRIES	$ .2959	$ .2959	N/C
ASPHALT ENGINEERING	$0.339	$0.331	$52/HR. OVER 2 HOURS

PART 3 - COLD LAID STOCKPILED PATCHING MATERIAL MIXTURE - PRICE PER TONNE
ALL TAXES EXTRA

	PICKED UP	DELIVERED
TARO AGGREGATES	$59.00	NO BID
RED-D-MIX CONCRETE	$59.00	$65.00
NORJOHN LIMITED	$53.93	$58.93
CAPITAL PAVING	$50.00	$54.90

PART 3 - PREMIUM (PERMANENT) ASPHALTIC CONCRETE PATCHING MIXTURE (QPR2000 OR RDM 6000) - PRICE PER TONNE

	PICKED UP	DELIVERED
RED-D-MIX CONCRETE	$95.00 $95.00	$105.00 QPR2000 $101.00 RDM6000
NORJOHN LIMITED	$93.00 Equivalent product	$ 98.00
T.C.G. MATERIALS	$91.25	$109.85
CAPITAL PAVING	$83.65 Alternative CP-PPR	$ 90.00 Alternative CP-PPR

2(F)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 February 25

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

RECEIVED
FEB 25 1992
CITY CLERKS

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: ANNUAL SUPPLY OF AGGREGATES, PUBLIC WORKS DEPARTMENT 1992

RECOMMENDATION:
That purchase orders be issued for the supply and delivery of Aggregates as and when required during 1992 by the Public Works Department, being the lowest of twelve (12) tenders received, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, and that these expenditures be financed from Stock Materials Account No. CH56197 60999, as follows:

Lakeview Sand & Gravel Ltd., Paris	
Granular 'A'	$ 7.60
19mm Clear	9.10
19mm Crusher Run	7.80
Steetley Lime & Aggregates, Dundas	
9.5mm and 6.4mm chips Washed	11.50
Athlete Field Lime	13.55
Cayuga Materials & Construction, Simcoe	
9.5mm Screenings	8.10

GST and PST extra where applicable. Prices per tonne, delivered

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:
$249,518.07 was spent in 1991 for this commodity. See spreadsheet attached for comparison prices.

AGGREGATES - 1992
CRUSHED STONE

DELIVERY "D" SUPPLY TO VARIOUS ZONES
Price per Metric Tonne

GRANULAR 'A'

SUPPLIER	ZONE 1	ZONE 2	ZONE 3	ZONE 4	ZONE 5	ZONE 6	ZONE 7	ZONE 8	ZONE 9	ZONE 10	ZONE 11
STEETLEY LIME *	$ 7.40	$ 7.69	$ 7.10	$ 7.55	$ 8.10	$ 8.00	$ 8.10	$ 8.25	$ 8.65	$ 8.90	$ 8.20
T.C.G. MATERIALS	$ 7.75	$ 8.00	$ 7.45	$ 7.85	$ 8.40	$ 8.30	$ 8.40	$ 8.80	$ 8.80	$ 9.05	$ 9.15
NELSON AGGREGATE **	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$ 9.36	$ 8.54	$ 8.19	No Bid
CAYUGA MATERIALS	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$ 7.72	$ 7.82	$ 7.82	$ 8.30	$ 8.10
TARO AGGREGATES	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$ 9.25	$ 9.25	$ 8.75	$ 9.00
FLAMBORO QUARRIES	$10.00	$10.50	$10.50	$10.20	$10.00	$10.20	$10.80	No Bid	No Bid	No Bid	No Bid
NATIONAL SLAG	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$ 9.90	$ 9.90
CAPITAL PAVING	$ 7.00	$ 7.25	$ 7.25	$ 9.00	$ 7.79	$ 9.00	$10.00	$11.00	$12.00	$12.00	$ 7.75
GREENFIELD AGGREGATES	$ 7.50	$ 7.75	$ 7.25	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid
LAKEVIEW SAND	$ 7.00	$ 6.75	$ 6.60	$ 6.75	$ 6.85	$ 6.75	$ 6.95	$ 7.50	$ 8.00	$ 8.00	$ 7.60

* All deliveries via tractor trailers. Add $.50 per tonne for tandem or tri-axle deliveries
** Delivered prices via tractor trailer from Lincoln quarry, Beamsville

AGGREGATES - 1992
CRUSHED STONE

DELIVERY "D" SUPPLY TO VARIOUS ZONES
Price per Metric Tonne

19 MM CLEAR

SUPPLIER	ZONE 1	ZONE 2	ZONE 3	ZONE 4	ZONE 5	ZONE 6	ZONE 7	ZONE 8	ZONE 9	ZONE 10	ZONE 11
STEETLEY LIME *	$10.85	$11.22	$11.22	$11.48	$10.86	$11.20	$11.25	$12.25	$12.88	$12.88	$ 9.83
T.C.G. MATERIALS	$11.15	$11.45	$11.20	$11.55	$11.05	$11.55	$11.90	$12.15	$12.35	$12.35	$10.10
NELSON AGGREGATE **	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$12.38	$11.16	$10.81	No Bid
CAYUGA MATERIALS	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$11.00	$10.86	$10.86	$11.40	$11.30
TARO AGGREGATES	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$10.25	$10.25	$ 9.75	$10.00
FLAMBORO QUARRIES	$13.25	$13.25	$13.25	$13.25	$12.80	$13.25	$13.25	No Bid	No Bid	No Bid	No Bid
NATIONAL SLAG	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$12.25	$12.25
CAPITAL PAVING	$12.00	$12.00	$12.00	$12.00	$12.00	$10.90	$11.10	$12.15	$12.40	$12.20	$10.15
GREENFIELD AGGREGATES	$11.10	$11.35	$10.85	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid
LAKEVIEW SAND	$ 8.50	$ 8.25	$ 8.10	$ 8.25	$ 8.35	$ 8.25	$ 8.45	$ 9.00	$ 9.50	$ 9.50	$ 9.10

* - All deliveries based on tractor trailers. Add $.50 per tonne for tandem deliveries

AGGREGATES - 1992
CRUSHED STONE

DELIVERY "D" SUPPLY TO VARIOUS ZONES
Price per Metric Tonne

9.5 MM CHIPS WASHED

SUPPLIER	ZONE 1	ZONE 2	ZONE 3	ZONE 4	ZONE 5	ZONE 6	ZONE 7	ZONE 8	ZONE 9	ZONE 10	ZONE 11
STEETLEY LIME *	$11.18	$11.33	$11.33	$11.48	$11.15	$12.10	$11.75	$12.50	$12.50	$12.90	$11.50
T.C.G. MATERIALS	$11.39	$11.55	$11.45	$11.80	$11.25	$11.80	$12.05	$12.45	$12.55	$12.55	$11.90
NELSON AGGREGATE **	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$12.26	$12.03	$11.68	No Bid
CAYUGA MATERIALS	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$11.20	$11.20	$11.20	$11.50	$11.79
FLAMBORO QUARRIES	$13.50	$13.50	$13.50	$13.50	$13.00	$13.25	$13.50	No Bid	No Bid	No Bid	No Bid

* All deliveries based on tractor trailers. Add $.50 per tonne for tandem deliveries
** Delivered prices via tractor trailer from Lincoln quarry, Beamsville

AGGREGATES - 1992
CRUSHED STONE

DELIVERY "D" SUPPLY TO VARIOUS ZONES
Price per Metric Tonne

6.4 MM CHIPS WASHED

SUPPLIER	ZONE 1	ZONE 2	ZONE 3	ZONE 4	ZONE 5	ZONE 6	ZONE 7	ZONE 8	ZONE 9	ZONE 10	ZONE 11
STEETLEY LIME *	$11.18	$11.33	$11.33	$11.48	$11.15	$12.10	$11.75	$12.50	$12.50	$12.90	$11.50
T.C.G. MATERIALS	$11.39	$11.55	$11.45	$11.80	$11.25	$11.80	$12.05	$12.45	$12.55	$12.55	$11.90
NELSON AGGREGATE **	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$12.26	$12.03	$11.68	No Bid
CAYUGA MATERIALS	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$11.20	$11.20	$11.20	$11.50	$11.79
FLAMBORO QUARRIES	$13.40	$13.40	$13.40	$13.40	$13.25	$13.40	$13.70	No Bid	No Bid	No Bid	No Bid

* - All deliveries based on tractor trailers. Add $.50 per tonne for tandem deliveries
** Delivered prices via tractor trailer from Lincoln quarry, Beamsville

AGGREGATES - 1992
CRUSHED STONE

DELIVERY "D" SUPPLY TO VARIOUS ZONES
Price per Metric Tonne

19 MM CRUSHER RUN

SUPPLIER	ZONE 1	ZONE 2	ZONE 3	ZONE 4	ZONE 5	ZONE 6	ZONE 7	ZONE 8	ZONE 9	ZONE 10	ZONE 11
STEETLEY LIME *	$ 7.40	$ 7.69	$ 7.10	$ 7.55	$ 8.10	$ 8.00	$ 8.10	$ 8.25	$ 8.65	$ 8.90	$ 8.20
T.C.G. MATERIALS	$ 7.75	$ 8.00	$ 7.45	$ 7.85	$ 8.40	$ 8.30	$ 8.40	$ 8.80	$ 8.80	$ 8.55	$ 8.65
NELSON AGGREGATE **	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$ 9.07	$ 8.54	$ 8.19	No Bid
CAYUGA MATERIALS	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$ 7.72	$ 7.82	$ 7.82	$ 8.30	$ 8.10
TARO AGGREGATES	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$ 9.25	$ 9.25	$ 8.75	$ 9.00
FLAMBORO QUARRIES	$10.00	$10.50	$10.50	$10.20	$10.00	$10.20	$10.80	No Bid	No Bid	No Bid	No Bid
NATIONAL SLAG	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$ 9.90	$ 9.90
LAKEVIEW SAND	$ 7.20	$ 6.95	$ 6.80	$ 6.95	$ 7.05	$ 6.95	$ 7.15	$ 7.70	$ 8.20	$ 8.20	$ 7.80

* - All deliveries based on tractor trailers. Add $.50 per tonne for tandem deliveries
** Delivered prices via tractor trailer from Lincoln quarry, Beamsville

AGGREGATES - 1992
CRUSHED STONE

DELIVERY "D" SUPPLY TO VARIOUS ZONES
Price per Metric Tonne

RUBBLE STONE

SUPPLIER	ZONE 1	ZONE 2	ZONE 3	ZONE 4	ZONE 5	ZONE 6	ZONE 7	ZONE 8	ZONE 9	ZONE 10	ZONE 11
STEETLEY LIME *	$14.05	$14.25	$14.25	$14.70	$14.05	$14.60	$14.75	$14.76	$15.70	$15.18	$15.00
FLAMBORO QUARRIES	$12.80	$13.00	$13.00	$13.70	$13.00	$13.90	$13.90	No Bid	No Bid	No Bid	No Bid

ATHLETE FIELD LIME

SUPPLIER	ZONE 1	ZONE 2	ZONE 3	ZONE 4	ZONE 5	ZONE 6	ZONE 7	ZONE 8	ZONE 9	ZONE 10	ZONE 11
STEETLEY LIME *	$14.06	$14.24	$14.24	$13.65	$14.06	$14.62	$14.62	$14.74	$15.39	$15.18	$13.55
NELSON AGGREGATE **	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$12.26	$12.03	$11.68	No Bid
FLAMBORO QUARRIES	$13.50	$13.50	$13.50	$13.50	$13.00	$13.25	$13.50	No Bid	No Bid	No Bid	No Bid

* - All deliveries based on tractor trailers. Add $.50 per tonne for tandem deliveries
** Delivered prices via tractor trailer from Lincoln quarry, Beamsville

AGGREGATES - 1992
CRUSHED STONE

DELIVERY "D" SUPPLY TO VARIOUS ZONES
Price per Metric Tonne

SUPPLIER	ZONE 1	ZONE 2	ZONE 3	ZONE 4	ZONE 5	ZONE 6	ZONE 7	ZONE 8	ZONE 9	ZONE 10	ZONE 11
75 - 200 MM GABION STONE											
STEETLEY LIME *	$14.05	$14.25	$14.25	$14.70	$14.05	$14.60	$14.75	$15.40	$15.70	$15.18	$15.00
NELSON AGGREGATE	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$12.84	$12.61	$12.26	No Bid
FLAMBORO QUARRIES	$13.50	$13.50	$13.50	$13.50	$13.00	$13.25	$13.50	No Bid	No Bid	No Bid	No Bid
9.5 MM SCREENINGS											
STEETLEY LIME *	$ 7.56	$ 7.85	$ 7.50	$ 8.25	$ 8.50	$ 8.25	$ 8.25	$ 8.25	$ 8.65	$ 8.90	$ 8.20
T.C.G. MATERIALS	$ 9.50	$ 9.00	$ 9.00	$ 9.00	$ 9.25	$ 9.00	$ 9.00	$ 9.75	$ 9.85	$ 9.85	$ 9.65
NELSON AGGREGATE **	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$ 9.07	$ 8.54	$ 8.19	No Bid
CAYUGA MATERIALS	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$ 7.72	$ 7.82	$ 7.82	$ 8.30	$ 8.10
TARO AGGREGATES	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$10.00	$ 9.50	$ 9.50	$ 9.75
FLAMBORO00 QUARRIES	$10.00	$10.50	$10.50	$10.20	$10.00	$10.20	$10.80	No Bid	No Bid	No Bid	No Bid
GREENFIELD AGGREGATES	$ 8.00	$ 8.25	$ 7.75	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid

* - All deliveries based on tractor trailers. Add $.50 per tonne for tandem deliveries
** Delivered prices via tractor trailer from Lincoln quarry, Beamsville

2(F)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED
FEB 24 1992
CITY CLERKS

DATE: 1992 February 24

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: ANNUAL SUPPLY OF CONCRETE, PUBLIC WORKS DEPARTMENT 1992

RECOMMENDATION:
That purchase orders be issued for the supply and delivery of Concrete as and when required during 1992 by the Public Works Department, being the lowest of six (6) tenders received, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, and that these expenditures be financed from Stock Materials Account No. CH56197 60999, as follows:

<u>Delta Ready Mix Limited, Hamilton</u>		
Sidewalk, Curb, Roadway Concrete	delivered	\$86.60 m^3
Unshrinkable Fill	delivered	37.90 m^3
	picked up	37.00 m^3
<u>Independent Ready Mix, Hamilton</u>		
Sidewalk, Curb, Roadway Concrete	delivered	\$88.90 m^3
Unshrinkable Fill	delivered	41.50 m^3
	picked up	37.50 m^3
<u>Premier Concrete, Hamilton</u>		
Sidewalk, Curb, Roadway Concrete	picked up	\$82.00 m^3

GST and PST extra where applicable

T. Bradley, Manager of Purchasing

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: ANNUAL SUPPLY OF CONCRETE, PUBLIC WORKS DEPARTMENT 1992

****

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:
$300,918.79 was spent in 1991 for this commodity. See spreadsheet attached for comparison prices. Supplier will be chosen on the basis of low bidder first then location of Contractor's plant to job site.

Ref: 0128D.91

ANNUAL SUPPLY OF CONCRETE - 1992

ALL TAXES EXTRA
PRICES PER m^3

SUPPLIED & DELIVERED IN SUPPLIER'S TRUCKS WITHIN CITY AND REGION LIMITS

SUPPLIER	2% CALCIUM CHLORIDE	HEAT	SIDEWALK & CURB CONCRETE	ROADWAY CONCRETE	VALVE CHAMBERS CB'S & MANHOLES
DELTA READY MIX LIMITED	$ 2.00	$ 7.00	$ 86.60	$ 86.60	$ 86.60
PREMIER CONCRETE	2.00	7.00	89.65	89.65	89.65
DUFFERIN CONCRETE PRODUCTS	2.00	7.00	93.90	93.90	93.90
CANADA BUILDING MATERIALS CO.	2.00	7.00	96.90	96.90	96.90
RED-D-MIX CONCRETE	2.00	7.00	99.90	99.90	99.90
INDEPENDENT READY MIX CONCRETE	2.00	7.00	88.90 City 90.90 Region	88.90 City 90.90 Region	88.90 City 90.90 Region

ANNUAL SUPPLY OF CONCRETE - 1992

PRICES PER m^3

PICKED UP BY CITY OR REGIONAL TRUCKS AT SUPPLIERS PLANT

SUPPLIER	2% CALCIUM CHLORIDE	HEAT	SIDEWALK & CURB CONCRETE	ROADWAY CONCRETE	VALVE CHAMBERS CB'S & MANHOLES
DELTA READY MIX LIMITED	$ 2.00	$ 7.00	$ 86.00	$ 86.00	$ 86.00
PREMIER CONCRETE	2.00	7.00	82.00	82.00	82.00
DUFFERIN CONCRETE PRODUCTS	2.00	7.00	90.90	90.90	90.90
CANADA BUILDING MATERIALS CO.	2.00	7.00	96.90	96.90	96.90
RED-D-MIX CONCRETE	2.00	7.00	97.90	97.90	97.90
INDEPENDENT READY MIX CONCRETE	2.00	7.00	84.90	84.90	84.90

UNSHRINKABLE FILL PRICE PER M^3

	DELIVERED	PICKED UP
DELTA READY MIX	$37.90	$37.00
PREMIER CONCRETE	50.25	45.00
DUFFERIN CONCRETE	52.50	49.50
CANADA BUILDING MATERIALS	49.50	49.50
RED-D-MIX CONCRETE	52.50	50.50
INDEPENDENT READY MIX CONCRETE	41.50 Part I 43.50 Part II	37.50

2(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 February 5

RECEIVED
FEB 7 1992
CITY CLERKS

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo,
Acting Director of Public Works

SUBJECT: Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys

RECOMMENDATION:

a) That the following changes be made in the maximum charges per metre of frontage for Local Improvement construction:

		Maximum Charge per Metre of Frontage	
	Item	**Existing 1991**	**Proposed 1992**
i)	Curb Only	$ 69.00	$ 80.00
ii)	Sidewalks Only	$ 86.00	$ 80.00
iii)	Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	$138.00	$137.00
iv)	Roadway Only	$240.00	$223.00
v)	Alleys	$ 92.00	$ 93.00
vi)	Roadway and Curbs Only (Industrial Subdivisions)	$314.00	$306.00

b) That the City Solicitor be authorized and directed to amend the Local Improvement By-Law.

D. Lobo,
Acting Director of Public Works

...../2

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendations.

BACKGROUND:

The present local improvement rates were established by Council on 1991 January 29. The proposed 1992 rates reflect the changes in construction costs since the last rates were approved.

The 1992 rates have been established after reviewing actual 1991 construction costs for the various items. The rates reflect the average rateable cost for a 0.15m wide independent concrete curb, 1.5m wide concrete sidewalk, 8.5m wide asphalt roadway and 3.35m wide concrete alley.

The new rates are intended for application to projects initiated during 1992. The abutting owners will be charged the actual cost of the works or the proposed maximum rate, whichever is less.

RPM:bk

cc: I. R. Hammel, Acting City Treasurer
Treasury Department

P. Noe Johnson, City Solicitor
Law Department

3.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 February 17

RECEIVED
FEB 18 1992
CITY CLERKS

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Acting Chief Administrative Officer

SUBJECT: **Response to the Ministry of Environment Regarding Transfer of Chemicals (PCB's)**

RECOMMENDATION:

That the Director of Public Works and the Senior Director of Roads respond directly to the Ministry of Environment on behalf of the City of Hamilton on standard, normal applications submitted to the Ministry of the Environment and;

That the Director of Public Works and the Senior Director of Roads submit an information report to the Transport and Environment Committee to keep, the elected representatives appraised of such applications and;

That the Director of Public Works and the Senior Director of Roads send a recommendation report to the Transport and Environment Committee on exceptional situations to advise the Committee of the particular circumstances.

J. G. Pavelka

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

NIL

BACKGROUND:

At the Transport and Environment Committee meeting of January 06, 1992, reports regarding the transfer of chemicals into Hamilton were reviewed and the Committee requested the Acting Chief Administrative Officer to invite the representatives from the Ministry of Environment in to advise what comments were expected of the municipality.

Transport and Environment Committee

More specifically, the Committee expressed concern with regard to comments requested from the City of Hamilton on various applications to the Ministry of the Environment. The Committee is questioning why their comments are being solicited if the Ministry of the Environment is charged with reviewing the transfer of chemicals. Furthermore, if the expertise on chemicals rests with the Ministry of the Environment, then what kind of comments are being expected from the Municipality.

As well the Committee requests that approval of applications be given only after comments from the City Council have been received by the Ministry of the Environment.

In response, the Ministry of the Environment has agreed that their would be no transfer of chemicals until they officially heard from the Municipality. With particular regard to the Westinghouse Canada Inc. movement of PCB's from Etobicoke to the Westinghouse Burlington Street location, no transfer of PCB wastes have taken place to date and the transfer will not take place until the Ministry of the Environment has received comments from the Municipality.

The only exception to this procedure which may occur are situations where it may be more environmentally appropriate to move PCB wastes quickly, such as from an unsecured location to the security of a proper PCB storage site.

The reason that the Ministry of the Environmental requests comments from the City is to ensure that the Ministry is made aware of any concerns that they may not otherwise be aware of and of any specific matters such as by-laws which may affect a relocation. In most municipalities as there are usually no specific problems or by-laws restricting the relocation, the Council delegates the authority to the City Engineer to response directly to the Ministry of the Environment.

In the event, that there are exceptions, these exceptions to the relocation are brought to the attention of the Standing Committee and/or Council.

As directed, Mr. B. A. Creamer, P. Eng., Head, MISA and Inspections, West Central Region has been contacted and asked to attend the regularly scheduled Transport and Environment Committee on Monday, March 02, 1992.

c.c. Mr. D. Lobo, Acting Director of Public Works
Mr. T. Gill, Senior Director of Roads

4.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 February 26

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

Doug Lobo
Acting Director of Public Works

SUBJECT:

Egress from the former Robinsons store site to MacNab Street. **(TEC-36-92)**

RECOMMENDATION:

a) That approval be given to Grindstone Properties Ltd. for the construction of a temporary turning lane through the MacNab Street bus loading platform; and

b) That the entire cost of constructing the turning lane and all associated works be borne by Grindstone Properties Ltd.; and

c) That the estimated cost of restoring the bus loading platform be paid in advance by Grindstone Properties Ltd. to Account No. CH59001-60910.

Murray F. Main

D Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Following the demolition of the former Robinsons store in the block between James Street and MacNab Street, the site has been hard-surfaced and is presently in use as a temporary parking lot, pending redevelopment of the site in future years.

The operator of the lot, Grindstone Properties Ltd., has approached the City staff to request that a cut through the MacNab Street bus loading platform be permitted to allow vehicles exiting from the site to turn right through the loading platform, and proceed northerly to King Street, and thence westerly. The parking lot is not receiving as much use as it could, and from the perspective of Grindstone Properties Ltd., it would be advantageous to have temporary access to the north via MacNab Street.

It is also in the interest of the City to encourage the use of downtown parking facilities, thereby enhancing downtown business in general.

At the present time, vehicles exiting from the lot must proceed southerly to Main Street, and then proceed easterly on Main and around the block either via James Street to Hunter Street or Hughson Street to King Street, in order to proceed westerly to West Hamilton and beyond.

Several staff meetings have been held with the applicant, with the Chief Administrative Officer and staff members from the Traffic Department, Public Works Department, Regional Roads Department, and the Hamilton Street Railway Company present. The Hamilton Street Railway Company advised that they do not presently require the northerly portion of the platform for bus loading. However, the proposed design would require the relocation southerly of the most northerly of the existing bus shelters. This is satisfactory to the Hamilton Street Railway Company and to other staff.

All of the work would be at the cost of Grindstone Properties Ltd., and they are also prepared to upfront the cost of restoring the platform at such time as the temporary parking use ceases by virtue of a redevelopment of the former Robinsons store site.

A similar request has been received from the Canadian Imperial Bank of Commerce site, immediately to the north of the subject site. However, this would merely provide improved accessibility for an existing permanent land use, rather than being of a strictly temporary nature for the purpose of improving business conditions in the downtown area, and for this reason, the staff does not support the principal of a second cut through the loading platform for the bank.

5.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 February 19

RECEIVED

FEB 20 1992

CITY CLERKS

REPORT TO: Mr. K. Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo, Acting Director
Department of Public Works

SUBJECT: Supply of Potable Water

RECOMMENDATION:

(a) That the City of Hamilton continue supplying potable water to only those 15 residences in the Mount Albion Falls area where water has been supplied over a number of years by the City, at an estimated annual cost of approximately $26,000/year.

(b) That the City of Hamilton discontinue this service if the residences are acquired for the Freeway.

D. LOBO, ACTING DIRECTOR
DEPARTMENT OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

A recent tender indicates that approximately 15 rural residences would be serviced at an estimated cost of approximately $26,000 for 1992.

BACKGROUND:

During the 1991 current budget deliberations, the Committee of the Whole reviewed the item dealing with the delivery of potable water to the 15 residents in the Mount Albion Road area and directed:

1) that the service continue to be provided to the residents and,

2) that a submission be made to the Region requesting funding for this program

The Municipal Act does not permit the municipality to levy taxes for the supply of water. Accordingly, it is not appropriate for the City of Hamilton to continue delivering potable water to these residences.

REGION OF HAMILTON-WENTWORTH

Discussions with Regional staff have concluded that the Region's responsibility to "deliver" water to residents is only in the areas where there are water supply lines. Therefore, in this area where there are no water/sewer lines, nor are there plans to install them, the Region does not feel it is their responsibility to fund the delivery of water to these residences.

Furthermore, Regional staff have advised that if the Region were to assume this responsibility, then a precedent would be set for the delivery of potable water. This invariably would then initiate requests from hundreds of rural residents to have the Region also supply them with potable water delivery causing an annual fee of approximately $26,000 to soar to potentially $200,000.

1992 DELIVERY OF POTABLE WATER

During 1992, it is anticipated that only 15 residences will be supplied because a number of residences have been purchased and eliminated due to the Freeway Project.

To service the 15 residences, presently registered for potable water delivery, the present tender prices indicate a cost to the City of Hamilton of approximately $26,000.

In accordance with the City of Hamilton's rates of $50.00 for 52 loads of 600 gallons, the City of Hamilton can recover $1,385 from the residents.

Accordingly, there is a net cost to the City of Hamilton of approximately $24,615 to supply potable water to 15 residences for 1992.

It is recommended that the City of Hamilton continue supplying potable water to the 15 residents in the Mount Albion Road Area.

JGP/jdh

c.c. Ms. P. Noé Johnson, City Solicitor
Mr. T. Bradley, Manager of Purchasing
Mr. D. Turvey, Commissioner of Transportation/Environmental Services
Mr. J. Halliday, Senior Director of Environmental Services

6.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 February 17

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FEB 21 1992

CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Traffic Conditions on Owen Place [TEC-33-92]

RECOMMENDATION:

That no action be taken on the request to implement a lower speed limit on Owen Place.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

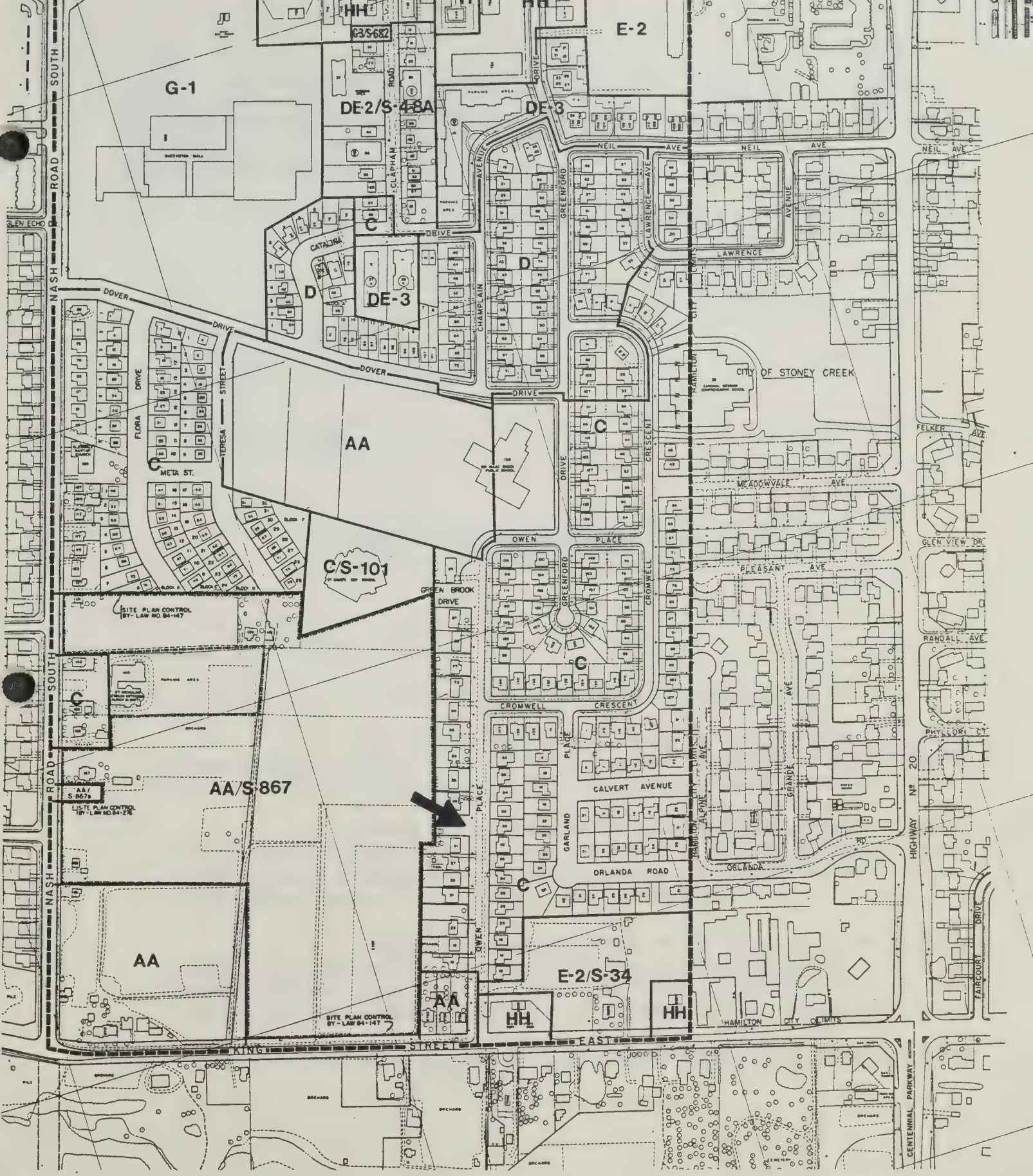
Alderman Fred Eisenberger recently contacted the Traffic Department respecting the speed and volume of through traffic using Owen Place, and after several discussions of various proposals, has asked that the Committee discuss the applicability of a lower speed limit on Owen Place.

Although Owen Place is considered to be a collector street for the neighbourhood, there is an inordinate amount of through traffic using this street, and the residents have expressed concern in the past that through traffic volumes have steadily increased since Greenhill Avenue was connected as a through street south of King Street. Since then, the Traffic Department has investigated, along with Alderman Dominic Agostino, several suggestions to eliminate through traffic on this street. However, either the residents have not agreed to such measures or the Traffic Department has not supported them from a traffic point of view.

The speed limit on Owen Place is 50 kph which is the case on virtually all municipal residential streets. It is our view that this is a reasonable speed for motorists to travel on this particular street. The concern is always with motorists who are driving over the speed limit, and merely changing the speed limit to a lower level would not have any effect on motorists who are exceeding the present speed limit. It has been well documented that reducing the speed limit under these circumstances would be ineffective in decreasing vehicle speeds, and would result in an increase in the number of vehicles exceeding the speed limit. Moreover, this action could increase the differential in speeds which would result in more tailgating and more passing attempts, and would increase the potential for head-on collisions.

A few years ago, the speed limit on Limeridge Road was lowered to 40 kph in the vicinity of St. Jerome's School. However, studies indicated that there was virtually no change in the speed of vehicles on Limeridge in this area, since the 85th percentile speed (the speed at or below which 85 percent of motorists were travelling) was an average of 56.0 kph prior to the signing and an average of 55.0 and 57.0 on two occasions following the erection of 40 kph signs. Similarly, the average speed was 51.5 kph prior to the lower speed limit and 50.6 and 51.5 kph following the erection of the lower speed limit signs.

For the above reasons, the Traffic Department does not support the request that a lower speed limit be implemented on Owen Place.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D
DE-3
AA
C/S-101
C
AA/S-867
AA
E-2/S-34
HH
HH
AA
NASH ROAD SOUTH
DOVER DRIVE
CLAPHAM ROAD
CATALINA DRIVE
CHAMPLAIN AVENUE
GREENFORD DRIVE
NEIL AVE
LAWRENCE AVE
LAWRENCE
CITY OF STONEY CREEK
HAMILTON CITY LIMITS
FLORA DRIVE
TERESA STREET
META ST.
SITE PLAN CONTROL BY-LAW NO. 84-147
OWEN PLACE
GREEN BROOK DRIVE
CROMWELL CRESCENT
MEADOWVALE AVE
PLEASANT AVE
GLEN VIEW DR
FELKER AVE
RANDALL AVE
PHYLLORI CT
CALVERT AVENUE
GARLAND PLACE
ORLANDA ROAD
HAMILTON ALPINE AVE
GRANDE AVE
HIGHWAY No. 20
FAIRCOURT DRIVE
KING STREET EAST
CENTENNIAL PARKWAY

Hamilton-Wentworth Regic
155 King William Street, P.O. Box 1060, Station A, Hamilton, Ontario, Canada, L8
Administration Fax (416) 522-6958 Operations Fax (416) 522-9199
Chief of Police Robert B. Middaugh

7.

February 14th, 1992

RECEIVED
FEB 21 1992
CITY CLERKS

Alderman Henry Merling,
Chairman,
Transport and Environment Committee,
City Hall,
71 Main Street West,
HAMILTON, Ontario,
L8N 3T4

RE: Regional Police Involvement in Enforcement of Parking Violations and Noise Complaints

Dear Ald. Merling:-

I am responding to your letter of February 10th, 1992.

The Police Service is currently moving towrds a community based policing concept. One part of this approach is to change our method of resonse to the community and it will affect our response to all by-law offences.

Along with the community based polciing concept is a move towards decentralization of resources. This is being affected by budget issues which will mean a reduction in staff and community services officers will be part of this reduction, however the service will not be eliminated.

I will be presenting a report on the community based policing concept to the Police Services Board in February. Following the approval of the Board, I will be asking for time in March to make a presentation to Regional Council. The issues raised in your letter will be addressed at that presentation.

Thank you for taking the time to document your concerns to me.

Sincerely,

R. Middaugh

Robert B. Middaugh,
Chief of Police.

RBM:RC

c.c Ald. T. Cooke,
Chairman,
Police Services Board

CITY COUNCIL
HAMILTON, CANADA

Alderman Henry Merling
Chairman – Transport & Environment Committee

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 389-5903 – WARD 7

1992 February 10

FILE				
REC'D FEB 12 1992				
TO	Initials	Info.	Act	R
M.F.M.				
H.L.S.				
R.W.K.				
M.B.H.				
R.W.H.				
W.L.D.				
S.J.M.				
M.A.S.				
G.J.F.				
E.R.A.				

Chief Robert Middaugh
Chief of Police
Hamilton-Wentworth Regional Police Department

Re: Regional Police Involvement in Enforcement of Parking Violations and Noise Complaints

Dear Chief Middaugh:

I have been informed that your staff recently requested two meetings with staff of the City Traffic Department, Regional Engineering Department and others regarding forthcoming changes in the Regional Police organization which will result in the virtual elimination of police involvement in the enforcement of parking violations and noise complaints. I understand that your staff requested that the Traffic Department review and report to the Transport and Environment Committee of the City Council on the feasibility of increasing their involvement in the following areas:

- handling of parking violation tag inquiries (verbal and written) for all tags issued by the Hamilton-Wentworth Regional Police Department; and

- overnight and Sunday enforcement; and

- all towing operations related to abandoned autos and driveway blockages.

I have also been informed that the Noise Control Officer is reviewing the effect on his operations resulting from the Regional Police Department decision to no longer respond to noise complaints.

In order that I might be able to lead an informed debate when the matter reaches my Committee, I would request that you provide me with a complete report on the rationale

for the decision to reduce or eliminate police involvement in parking enforcement and noise complaints. Also, would you please advise me if there are any plans to eliminate the program of police officers visiting elementary schools to instruct children on public safety.

Yours truly,

Henry Merling

Henry Merling
Chairman, Transport and Environment Committee

cc: Murray F. Main, P. Eng.
Director of Traffic Services

HAMILTON-WENTWORTH
REGIONAL POLICE

MEMORANDUM
2/17/92

TO: WAYNE DANS
TRAFFIC DEPT.
CITY HALL
71 MAIN ST. W.

RE: ABANDONED AUTOS, PARKING COMPLAINTS AND EMERGENCY SNOW REMOVAL

DEAR WAYNE DANS

ON FEBRUARY 24, 1992 THE HAMILTON WENTWORTH REGIONAL POLICE SERVICE WILL BE RECOMMENDING TO THE POLICE SERVICE BOARD THAT THE CITY OF HAMILTON BY-LAW OFFICERS TAKE OVER THE RESPONSIBILITY OF THE ABOVE TOPICS. YOUR OFFICE IS ALSO SEEKING AUTHORIZATION FROM COUNCIL. IN THE INTERIM I WOULD SUGGEST THAT A TRAINING PROGRAM COMMENCE AS SOON AS POSSIBLE WITH OUR OFFICE IN ORDER TO MAKE A SMOOTH TRANSITION. S/SGT. MAC HEDDLE WILL COORDINATE THE NECESSARY TRAINING, PLEASE CONTACT HIM FOR ANY FURTHER DETAILS.

William J. Martin

WM. MARTIN INSP.
TRAFFIC DIVISION

FILE				
REC'D FEB 17 1992				
To	Initials	Info.	Act	R
M.F.M.				
H.L.S.				
R.W.K.				
M.B.H.				
R.W.H.				
W.L.D.				
B.J.M.				
M.A.S.				
C.J.F.				

TRAFFIC DEPARTMENT

MEMORANDUM

****

TO: To File

FROM: Martin B. Hazell
Manager of Community Traffic Services
Traffic Department

PHONE: 546-4588

SUBJECT: Regional Police Involvement in Enforcement of Parking Violations and Noise Complaints

DATE: 1992 February 25

On 1992 February 24 at 6:00 p.m., Alderman Henry Merling and I attended a meeting of the Police Services Board to discuss concerns regarding Regional Police involvement in the enforcement of parking violations and noise complaints. Attached to this memo, is a copy of the Chief of Police's four recommendations concerning these matters, from the report entitled "Differential Police Response System".

Alderman Merling began by stating that City staff had met with the Regional Police to discuss these matters, but that some clarifications were required respecting the Chief of Police's recommendations concerning parking violations and noise complaints, as follows:

Alderman Merling explained that the City of Hamilton Parking Control Staff are already responsible for enforcing parking violations, abandoned autos and emergency snow removal within the City, but expressed the opinion that the City will be required to operate overnight, seven days a week and conduct all towing operations.

Superintendent Ken Robertson explained that the Regional Police will still be conducting parking enforcement, but only on an emergency basis. He further explained that "nuisance" complaints such as private property calls, etc. which come in overnight could be referred to City By-law staff for enforcement possibly the next morning. There was some confusion about current towing operations. I explained the current procedures, and the Chief of Police stated that the City would be requested to assume the entire responsibility for towing of abandoned vehicles, but again, it would not be required for City staff to operate overnight, since the City may choose to do all towing during day time hours only. The Regional Police would assist with towing overnight on an emergency basis only (ie.) blocked driveways.

Alderman Merling also asked about dispatching operations, if the City decides to operate on a 24 hour basis. I explained the current procedures for dispatching after normal business hours, and the Chief of Police explained that the current procedures with respect to dispatching from the Regional Police Department would continue.

Alderman Merling questioned the recommended procedure for enforcing noise complaints, and Superintendent Robertson explained that all noise complaints would be referred to the City Noise By-law Officer and the Regional Police would respond when the Noise Control Officer is not available.

Alderman Merling also expressed concern that Regional Police Officers will no longer be visiting schools to instruct children on safety. The Chief of Police advised that this program would continue, but only in the areas where there is demand for this service.

The Members of the Police Services Board then acknowledged Alderman Merling's request that the City of Hamilton be immediately notified of the Board's decision respecting these matters and we then left the meeting.

MH/ca

Attach.

cc: Alderman Henry Merling
Chairman, Transport and Environment Committee

i. Noise/Abandoned Auto/Parking/Snow Removal Complaints

City By-Law and the Regional executive officers were approached to ascertain whether or not they were in a position to accept the responsibilities of policing abandoned autos, parking complaints, emergency snow removal and noise complaints.

Several meetings were conducted with the City of Hamilton By-Law Department who have agreed in principle to assume responsibility of abandoned autos, parking and snow removal complaints. Their specific training and equipment can be addressed pending approval of these recommendations.

The surrounding Municipalities, on the other hand, were unable to assume these new responsibilities for a variety of reasons.

Recommendations:

1) That City of Hamilton By-Law take over the responsibility of enforcing parking complaints, abandoned autos and emergency snow removal within the City of Hamilton.

2) That our police service continue assisting the five surrounding municipalities in the enforcement of their By-Laws.

3) That our police service continue enforcing noise complaints, (i.e noisy parties) when the City Noise By-Law officer in unavailable.

4) That our police service provide training, equipment and access to a C.P.I.C. terminal (subject to C.P.I.C. regulations) to City of Hamilton By-Law enforcement officers.

8(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 February 25

REPORT TO: Chairperson and Members
Transport and Environment Committee

FROM: Mr. K. C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:

Ontario Traffic Conference Annual Convention
1992 May 31 to June 3, Pembroke, Ontario

RECOMMENDATION:

(a) That the Chairperson or his designate be authorized to attend the Ontario Traffic Conference Annual Convention to take place on 1992 May 31 to June 3, Pembroke, Ontario.

(b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Costs to be charged to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

BACKGROUND:

Conference outline as attached.

PRESIDENT'S MESSAGE

On behalf of the Board of Directors and Management, I would like to take this opportunity to extend to all members a warm and sincere welcome to attend the 1992 ONTARIO TRAFFIC CONFERENCE CONVENTION being held May 31-June 3rd in Pembroke, Ontario.

I do appreciate how busy lives can become with all the commitments involving your families, work and every day activities. But I am confident that the few days spent at the Convention will benefit us all. Apart from the Annual General Meeting, the Convention allows the Committees to conduct their informative and entertaining sessions. It is also a time for the members to strengthen the goals and objectives of the O.T.C. and to re-new acquaintance, do some sight seeing or just relax.

So plan to attend the '42nd' Annual Convention in PEMBROKE, which is located in the Ottawa Valley and enjoy all that the area has to offer. Help to keep our roads and highways safe and enjoyable to travel.

Peter Parise
President

JAN 30 1992

ONTARIO TRAFFIC CONFERENCE

ANNUAL CONVENTION

PEMBROKE

1992

ENGINEERING · ENFORCEMENT · EDUCATION
ESTABLISHED 1950
ONTARIO TRAFFIC CONFERENCE

MAY 31 - JUNE 3, 1992

"THEE PLACE"

PEMBROKE, ONTARIO

42ND O.T.C. ANNUAL CONVENTION PROGRAMME HIGHLIGHTS

MAY 31 - JUNE 3, 1992

SUNDAY - MAY 31, 1992

2:00 - 6:45 p.m.	REGISTRATION "Thee Place"
7:00 - 8:00 p.m.	PRESIDENT'S RECEPTION-Thee Place
8:00 - 11:00p.m.	SUPPLIERS DISPLAY Thee Place

MONDAY - JUNE 1

7:30 - 8:45 a.m.	REGISTRATION "Thee Place
7:45 - 8:45 a.m.	CONTINENTAL BREAKFAST-Thee Place
9:00 - 10:15a.m.	LEGISLATION AND ENFORCEMENT TOPIC: Alcohol Awareness and Breathalyser Testing Cst. Carl Buder Waterloo Reg. Police Chairman
10:15 - 10:30a.m.	NUTRITION BREAK
10:30 - 11:30a.m.	RESOLUTIONS Donald Snow Moderator
11:30 - NOON	CASH BAR
12:00 - 1:15p.m.	LUNCH Algonquin Prov. Park Speaker: T.B.A.
1:30 - 4:30p.m.	TECHNICAL & ELECTED OFFICALS TOPIC: Political Engineering "Are Warrants Warranted"
2:30 - 2:45p.m.	NUTRITION BREAK
4:30 - ?	SUPPLIERS DISPLAY

TUESDAY - JUNE 2

7:30 - 8:45 a.m.	REGISTRATION "Thee Place"
7:45 - 8:45 a.m.	CONTINENTAL BREAKFAST-Thee Place
9:00 - 10:15a.m.	SAFETY OFFICERS TOPIC: Bus Video "Part II" "Do's & Don'ts
10:15 - 10:30a.m.	NUTRITION BREAK
10:30 - 11:30a.m.	RESOLUTIONS D. Snow - Moderator
11:30 - NOON	CASH BAR
12:00 - 1:15	LUNCH Col. David Martin CFB Petawawa
1:15 - 2:30p.m.	PARKING & PARKING ENFORCEMENT TOPIC: Safe and Secure "Design & Personal Safety Strategies for the 90's"
2:30 - 2:45p.m.	NUTRITION BREAK
2:45 - 4:30p.m.	ANNUAL GENERAL MEETING P. Parise, PRESIDENT
6:00 - 7:00p.m.	RECEPTION
7:00 - ?	BANQUET Gilles Pouliot Min. of Transportation

WEDNESDAY - JUNE 3

9:00 - 11:00 a.m. BRUNCH
GUESTS INCLUDED
BEST WESTERN PEMBROKE HOTEL

FURTHER INFORMATION CONTACT:

Judy Woodley - O.T.C. office
(416)598-4138
(416)598-0449 FAX

ONTARIO TRAFFIC CONFERENCE
REGISTRATION COST

PRE-REGISTRATION

MEMBER		
full	$300.00 + 21.00 =	$321.00
daily	150.00 + 10.50 =	160.00
guest	125.00 + 8.75 =	133.75
daily guest	95.00 + 6.65 =	101.65
NON-MEMBER		
full	$400.00 + 28.00 =	$428.00
daily	175.00 + 12.25 =	187.25
guest	135.00 + 9.45 =	144.45
daily	100.00 + 7.00 =	107.00

REGISTRATION AT CONVENTION

MEMBER		
full	$350.00 + 24.50 =	$374.50
daily	175.00 + 12.25 =	187.25
guest	135.00 + 9.45 =	144.75
daily guest	125.00 + 8.75 =	133.75
NON-MEMBER		
full	$425.00 + 29.75 =	$454.75
daily	225.00 + 15.75 =	240.75
guest	150.00 + 10.50 =	160.50
daily guest	125.00 + 8.75 =	133.75

G.S.T. #R107800971

REGISTRATION AND REFUND DEADLINE
May 15, 1992

CHEQUES MADE PAYABLE TO:
ONTARIO TRAFFIC CONFERENCE

MAIL TO: Ontario Traffic Conference
20 Carlton St. #121
TORONTO, Ontario
M5B 2H5

HOTEL ACCOMMODATION

1. BEST WESTERN PEMBROKE INN
   1 International Dr.
   PEMBROKE, Ontario
   PHONE: (613)735-0131
   (613)735-0132 FAX
   COST: $65.00 plus taxes
   Single/double - Standard Rm.

AVAILABLE ON REQUEST:
poolside, executive, queen suites, whirlpool, king.

2. DAYS INN - PEMBROKE
   900 Pembroke St.
   PEMBROKE, Ontario
   PHONE: (613)735-6868
   (613)735-7171 FAX
   COST: $59.00 plus taxes - MOTEL
   $69.00 " " - HOTEL
   single/double

3. JOURNEY'S END
   959 Pembroke St.
   PEMBROKE, Ontario
   PHONE: (613)735-1057

   COST: $49.88 plus taxes
   single/double

CHECK IN TIME ALL HOTELS - 3:00 p.m.

HOTEL RESERVATIONS MUST BE BOOKED BY:
May 1, 1992

GUEST PROGRAMME

MONDAY, JUNE 1 -	**PEMBROKE DAY**	
7:30 - 8:45 a.m.	Breakfast with Delegates @ Thee Place	
9:00 a.m.	BUS DEPARTS THEE PLACE	
9:15-12 noon	VALLEY ARTS COUNCIL - Experiencing Crafts -	
12:00 - 1:15p.m.	LUNCH & ENTERTAINMENT Pembroke Musical Society	
1:15 - 2:15p.m.	DOWNTOWN WALKING TOUR PEMBROKE HYDRO MUSEUM HERITAGE MURALS	
2:15 - 2:45p.m.	PEMBROKE BUS TOUR - HISTORIC HOMES & FAMOUS PEOPLE	
2:45 - 4:00p.m.	CHAMPLAIN TRAIL MUSEUM	
4:00	BUS RETURNS TO INNS	
TUESDAY, JUNE 2	**VISIT THE VALLEY DAY**	
7:30 - 8:45 a.m.	Breakfast with Delegate at Thee Place	
9:00 a.m.	BUS DEPARTS THEE PLACE	
9:30 - 12noon	VISIT TO ATOMIC ENERGY OF CANADA LABORATORIES	
12:00 - 1:15p.m.	LUNCH AT AECL	
1:15 p.m.	BUS DEPARTS AECL	
2:00 - 3:15p.m.	VISIT TO CDN. FORCES BASE PETAWAWA Tour of Military Museum bus tour of unrestricted areas	
3:15 p.m.	BUS DEPARTS FOR INNS	
WEDNESDAY, JUNE 3		
9:00 - 11:00 a.m.	BREAKFAST WITH DELEGATES AT BEST WESTERN HOTEL	

42ND ANNUAL CONVENTION - PEMBROKE - MAY 31-JUNE 3/92
PRE-REGISTRATION FORM

MEMBER
NON-MEMBER

NAME: _____ TITLE: _____

MUNICIPALITY/COMPANY: _____ PHONE( ) _____

ADDRESS: _____ POSTAL CODE _____

GUEST FULL NAME _____ CITY _____

G.S.T. #R107800971

CHEQUES MADE PAYABLE TO : Ontario Traffic Conference

MAIL CHEQUES TO: Ontario Traffic Conference
20 Carlton St. #121
TORONTO, Ontario M5B 2H5

REGISTRATION & REFUND DEADLINE
May 15, 1992

8(ii)

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

RE

FEB 27 1992

CITY CLERKS

TO: Mr. K. Christenson, Secretary
Transport & Environment Committee

YOUR FILE:

FROM: Mr. J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: RESOLUTION FROM CITY OF WINDSOR RESPECTING CONTINUED USE OF TRAIN WHISTLES

DATE: 1992 February 26

Attached please find a copy of a resolution from the City of Windsor respecting the continued use of train whistles at fully protected crossings which City Council at its meeting held 1992 February 25 referred to the Transport and Environment Committee.

att.

THE CORPORATION OF THE
CITY OF WINDSOR

RECEIVED
FEB 13 1992
THOMAS W. LYND, M.A., A.M.C.T.
CITY CLERK
CITY CLERKS

CITY HALL
WINDSOR, ONTARIO
N9A 6S1
TELEPHONE (519) 255-6212
(519) 255-6215
FACSIMILE (519) 255-6868

OFFICE OF THE CLERK

IN REPLY, PLEASE REFER
TO OUR FILE No. _____

February 10, 1992

MN-T/92n1

TO ALL ONTARIO CITIES AND TOWNS:

Windsor City Council at its meeting of February 3, 1992 adopted the following resolution respecting the continued use of train whistles at fully protected crossings.

WHEREAS the sounding of train whistles in an urban area can be particularly disturbing to nearby residential development notwithstanding that adequate crossing protection can eliminate the need to sound train whistles; and

WHEREAS provision existed in Section 250 of the Railway Act to give a municipality the authority to pass by-laws controlling train whistling, this provision being subsequently repealed under the new Railway Safety Act which came into force January 1, 1989, rendering Municipal By-laws reporting to prohibit train whistling of no force or effect; and

WHEREAS the repealing of this section has exposed the Railways and municipalities to possible litigation which did not exist with the authority and procedures employed under Section 250 of the Railway Act when municipalities sought relief from whistling at fully protected crossings, and in addition, removal of Section 250 of the Railway Act has added an unnecessary tax burden to the local citizens;

THEREFORE BE IT RESOLVED that the Minister of Transport Canada **BE PETITIONED** to reinstate the provisions of Section 250 of the Railway Act and provide municipalites with the authority to pass by-laws to control the use of train whistles at fully protected crossings; and further, this resolution **BE CIRCULATED** to all Ontario municipalities, the Federation of Canadian Municipalities, the Municipal Engineers Association, the Canadian Pacific Railway, Canadian National Railway, the Essex Terminal Railway and local Members of Parliament for their support."

I would request that this resolution be submitted to your Council for endorsation. It would also be appreciated if you would advise the Minister, Transport Canada and the Federation of Canadian Municipalities of your Council's position in this matter.

Yours very truly

T. Lynd.

PCC
NL Thomas W. Lynd
City Clerk

NL/

CITY COUNCIL
HAMILTON, CANADA

Alde:

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 – WARD 2

9.

10 February 1992

RECEIVED
FEB 11 1992
CITY CLERKS

Alderman Henry Merling, Chairman
Transport & Environment Committee

Dear Alderman Merling:

Could you please place on the agenda of the next Transport & Environment Committee meeting the possibility of the City erecting a fence to the rear of 201 Bay Street North in order to prevent children from going into the City property to the rear which of course could be very dangerous.

I would ask that the City construct a fence along Mr. Vassallo's property to a maximum of $1,000.00.

Please advise when this matter will appear before the Committee so that I can inform Mr. Vassallo.

Thank you for your cooperation in this important matter.

Sincerely,

Vince Agro

Vince Agro
Alderman, Ward 2

VJA:sn

c.c. Mr. Doug Lobo, Acting Director of Public Works
Mr. K. Christenson, Secretary, Transport & Environment Committee
Mr. F. Vassallo, 201 Bay St. N., Hamilton, L8R 2R1

Sub-joined is an extract from the minutes of the 1991 February 18 meeting of the Transport and Environment Committee respecting consideration of a chain link fence at 201 Bay Street North.

Chain Link Fence at 201 Bay Street North

The Committee was in receipt of documentation forwarded to them from the Acting Secretary of the Transport and Environment Committee respecting Alderman Agro's request to the Committee for consideration of a fence at 201 Bay Street North.

Alderman Agro illustrated the property situation via drawings on an easel flip chart and requested that the City consider installing a fence at the top of the ravine intersecting through the property at the rear of 201 Bay Street North.

Considerable discussion ensued on this matter and the Committee approved the following:

(a) That the City cost-share with Mr. Frank Vassallo, the owner of property at 201 Bay Street North, the cost of constructing a chain-link fence through the rear of Mr. Vassallo's property where the land drops down to a ravine and abuts City property; and

(b) That the total cost involved in this construction not exceed $1 000.

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO:	Alderman V. J. Agro	YOUR FILE:	
FROM:	Miss Tina Agnello, Secretary Transport and Environment Committee	OUR FILE: PHONE:	 546-2729
SUBJECT:	FENCE REQUEST - 201 BAY STREET NORTH	DATE:	1990 September 21

Please be advised that at the Transport and Environment Committee meeting of September 17, 1990, the Committee approved the following:

> That Alderman Agro pursue the transfer of the property beyond the retaining wall at 201 Bay Street North to the City so that a fence can be erected on the property line as per Council's fence policy.

c.c. Mr. M. Watson, Manager
Real Estate Division

REPORT TO: Miss Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1990 August 14
COMM FILE:
DEPT FILE: *(4504)*

SUBJECT: **Fence request - 201 Bay Street North**

RECOMMENDATION:

That the request by Mr. Frank Vassallo of 201 Bay Street North for the City to erect a chain link fence through his rear property be denied.

D. W. Vyce

FINANCIAL IMPLICATIONS: *N/A*

BACKGROUND:

Alderman V. Agro requested this department to discuss the possibility of the City erecting a fence through the property owned by Mr. & Mrs. Frank Vassallo.

As indicated on the attached plan the City owns the abutting property to the north-west of 201 Bay Street North. The City does have a chain link fence on the boundary of our property.

Mr. Vassallo's property elevation drops down from Bay Street North at the point of his rear garden. Mr. Vassallo would like a chain link fence placed at the edge of his garden which would dissect his property leaving a "no mans land" between the fence and the City's property.

Firstly, in consulting with the legal department, the installation of this fence at this location does not come within the City's fence policy and secondly, if a fence was installed Mr. Vassallo would lose possession of the remaining lands to the City after a ten year period.

This matter was dealt with by the Transport & Environment Committee on October 14, 1986 and at that time the recommendation was to deny the request for the fence.

Attch.

c.c. Alderman V. Agro

Mrs. P. Noé Johnson, City Solicitor
Attention: Mr. L. Farr

Mr. J. G. Pavelka, P. Eng., Director of Public Works

OFFICE OF THE CITY SOLICITOR

Memorandum

****

TO: Mr. D. W. Vyce
Director of Property
Attention: Mr. M Watson

FROM: Lorne E. Farr
Assistant City Solicitor

OUR FILE: 60-3/90.1

PHONE: 546-4685

RE: Fence at Rear of 210 Bay St. North

DATE: 8 August 1990

I have received your memo on the request by the owner of 210 Bay Street North to have the City share the cost of a new fence at this location. Your memo states the new fence, if built would not be on the actual boundary line, but would be ten feet from the boundary which is where the existing fence is located. From the diagram attached to your memo, I believe the existing fence is not encroaching on the City land, but encroaches 10 feet on the owner of 210 Bay Street North's land.

City Council on November 12, 1974 in adopting Item 8 of the Board of Control, established a fence policy. If the City occupies land abutting an existing fence and the fence has existed for 10 years or more the City will pay the one-half of the cost of new 4 foot chain fence. The City, however, will not pay for fences abutting ravines, road allowances or undeveloped lands, as this does not meet the definition the Board of Control used for "occupied land".

From your memo, it appears that the City land may be in a ravine. If the City land is ravine land then the City policy would indicate the City would not contribute for this fence. I suggest your Department view the area in question to determine whether the City land is a ravine. If your Department believes the City land is not ravine land or one of the other excepted types of land, then the City policy would allow the City to pay for one-half of the fence on the existing location if that fence had been there for 10 years or more.

.../2

Property Department
Real Estate Division
Date Aug 9/90

File No.	Inf.	Act
Director		
Manager		
Chief Appraiser		
Architect Div.		
Prop. Maint. Div.		
Secretary		

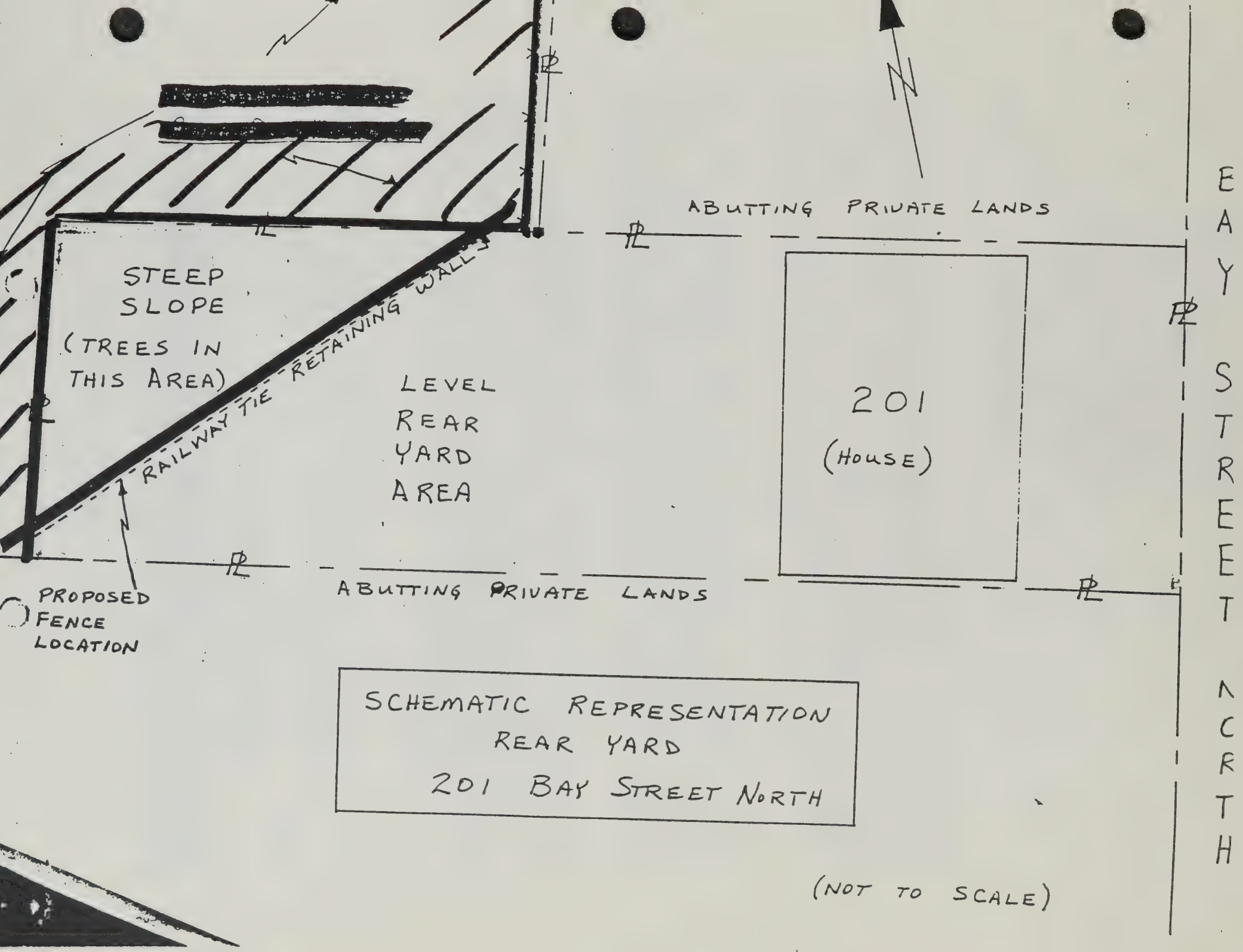
For your information there is a City By-law 79-175, on Division Fences. If a fence is a true boundary fence as defined in the By-law, each owner must contribute to the cost of the fence. The City, however, exempted from this By-law.

Lorne E. Farr
Assistant City Solicitor

LEF:bj

c.c. Mr. P. Hooker
Manager Legal Services

c.c. Alderman V. Agro
Ward 2



SCHEMATIC REPRESENTATION
REAR YARD
201 BAY STREET NORTH

URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

J.J. SCHATZ
CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

TEL: 546-2700
FAX: 546-2095

1992 April 2

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1992 April 6
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS - 10:00 O'CLOCK A.M.**

   (a) Proposal to Stop-up, Close and Sell the Public Walkway in the Eleanor Neighbourhood Between 531 and 535 Eaglewood Drive, being all of Block 30, Plan 62M-622.

   (b) Illegal Dumping on C.P. Rail Property - Mr. R. J. Pelland

2. **CONSENT AGENDA**

3. **DIRECTOR OF PROPERTY/ACTING DIRECTOR OF PUBLIC WORKS**

Crown Point West/Stipeley P.R.I.D.E. Programme; Glendale Spinning Mills

4. **SENIOR DIRECTOR - ROADS DEPARTMENT**

Mountable Curbs in Subdivisions

5. **DIRECTOR OF TRAFFIC SERVICES**

(a) Transfer of Overnight Parking Enforcement and Towing Functions from the Regional Police Department to the Traffic Department

(b) Easterly Intersection of Columbia Drive and Bendamere Avenue - Request for a School Crossing Guard - Parking Regulations

(c) Present Status of the School Crossing Program

6. **ACTING DIRECTOR OF PUBLIC WORKS**

1992 Proposed Road and Sidewalk Capital Improvement Programme

7. **CITY CLERK**

Citizen Appointments - Pedestrian Safety Advisory Sub-Committee

8. **SECRETARY - TRANSPORT AND ENVIRONMENT COMMITTEE**

Air and Waste Management Association 1992 Spring Conference
1992 April 26 to April 29, Toronto, Ontario

9. **ALDERMEN V. J. AGRO**

Norris Transport Ltd., 120 Ferrie Street East

10. **NEW BUSINESS**

11. **ADJOURNMENT**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEMS	ORIGINAL DATE	ACTION	STATUS
1.	Crescent Oil Co. of Canada - Confidential Land Use	1991 March 18	Alderman V. J. Agro	Tabled
2.	Closure of East/West Alley South of King Street East between John and Catharine Streets	1991 July 22	Mr. G. Aston (Mongeon/Pappas)	Tabled
3.	Parking Regulations - Albany Avenue between Kenilworth Avenue North and Robins Avenue	1991 October 21	Alderman D. Wilson	Tabled
4.	Intersection Control - Greenhill and Monte Drive - Greenhill and Summercrest Drive	1991 September 16	Alderman D. Agostino	Tabled
5.	Parking Prohibition Greenhill Avenue between Vienna Street and Pavarotti Court	1991 October 21	Alderman D. Agostino	Tabled
6.	Residential Boulevard Parking 174 Market Street	1992 January 6	Alderman V. J. Agro	Tabled
7.	Intersection Control Bowman and Sussex Streets	1992 January 6	Alderman M. Kiss	Tabled
8.	Delegations for School Crossing Guards	1992 January 6	Mr. M. F. Main Director of Traffic Services	Comprehensiv Report Pendir
i.	Easterly intersection of Bendamere Avenue and Columbia Drive	1992 January 6	Alderman D. Ross	Tabled
ii.	Intersection of Kenilworth Avenue and Monterey Avenue	1992 January 6	Alderman D. Wilson	Tabled
iii.	Intersection of Sanatorium Road and Rice Avenue	1992 January 6	Alderman D. Ross	Tabled
iv.	Intersection of Main Street West and Whitney Avenue	1992 January 6	Alderman M. Kiss	Tabled

9.	Intersection of King Street East and Main Street East - Delta Safety Concern	1992 February 3	Alderman F. Eisenberger	Report Pending
10.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Mr. M. F. Main Director of Traffic Services	Report Pending Public Meeting
11.	Hotz and Sons Company Inc. Application for a Certificate of Approval for a Waste Disposal Site (Processing) at 470 Kenora Avenue North (SWARU)	1992 March 2	Mr. P.J. Halliday Senior Director Environmental Services Department	Report
12.	Canada West Indies Molasses Company Application for a Certificate of Approval for a Waste Disposal Site (Transfer)	1992 March 2	Mr. P.J. Halliday Senior Director Environmental Services Department	Report Pending

Kevin C. Christenson, Secretary

1992 March 30

1(A)

PUBLIC NOTICE

To stop-up, close and sell the Public Walkway in the Eleanor Neighourhood between 531 and 535 Eaglewood Drive, being all of Block 30 Plan 62M-622.

Notice is hereby given pursuant to Section 300 of The Municipal Act R.S.O. 1990, Chapter M.45 that the Council of the Corporation of the City of Hamilton proposes at its meeting to be held in City Hall at 7:30 p.m. on Tuesday, April 14, 1992 to pass a by-law to stop-up, close and sell all of Block 30 Plan 62M-622 being the Public Walkway in the Eleanor Neighood between 531 and 535 Eaglewood Drive.

To Micor Developments Inc. the east half of the southerly 42.67m

To Albert Jerome Calzonetti the west half of the southerly 42.67m

To Margarete Barbara Loeffler the east half of the northerly 30.64m

To Rosa Buonopane the west half of the northerly 30.64m.

Said walkway to be sold to the abutting owners for the sum of $1.00 each.
A plan showing the lands to be affected and a draft of the proposed by-law may be seen in the Roads Department, 6th Floor, City Hall, Hamilton.

On Monday, April 6, 1992, at 10:00 a.m., City Council through its Transportation and Environment Committee, will hear in person, or by his counsel, solicitor or agent, any person who claims that his lands will be prejudicially affected by the said by-law and who applies to be heard. Any such person who wishes to be heard should make written application to the following individuals as soon as possible:

Mr. K. Christenson Secretary
Transport and Environment Committee
City Hall, 71 Main Street West
Hamilton, Ontario
L8N 3T4

J.J. Schatz
City Clerk
The Corporation of the
City of Hamilton

CITY OF HAMILTON

- RECOMMENDATION -

DATE: March 27, 1992
S610-03 L. MacNeil

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

RECEIVED
MAR 27 1992
CITY CLERKS

SUBJECT:

Stopping-up and closing certain City lands south of Eaglewood Drive.

RECOMMENDATION:

a) That the following City lands be closed, stopped-up and sold as noted below:

Public Walkway Block 30, Plan 62M-622

b) That the By-Law attached to this report to carry out the closing, stopping-up and selling of the foregoing be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd ....

Cont'd .....

BACKGROUND

This closure was authorized for advertising by City Council on March 12,19,26 and April 2, 1992.

/ljm
Encl.

cc: Mr. J. J. Schatz, City Clerk
Att: D. Geroux (encl.)
cc: Mr. F. Angelici, Planning Department
cc: M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO STOP-UP, CLOSE AND SELL THOSE PORTIONS OF PUBLIC WALKWAY, FROM EAGLEWOOD DRIVE TO RYMAL ROAD EAST

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45 to stop-up, close and sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton in adopting item 11 of the 15th Report of the Transport and Environment Committee on October 29, 1991 authorized the City to stop-up, close and sell portions of the Public Walkway, being more particularly described as Parts 1,2,3 and 4 on Plan 62R-12122.

AND WHEREAS the Corporation of the City of Hamilton is the owner of the above described lands.

AND WHEREAS Notice of the City's intention to pass this By-law has been published as required by Section 301 of The Municipal Act for the four consecutive weeks; namely, March 12, 19, 26 and April 2, 1992.

AND WHEREAS the Council of the Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to, or in support of this By-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The portions of the highway described as,

   All of Parcel Public Walkway -1, Section 62M-622

   Being all of Block 30 (Public Walkway), Plan 62M-622, designated as Parts 1,2,3 and 4, Plan 62R-12122

   in the City of Hamilton
   Regional Municipality of Hamilton-Wentworth
   being all of the Parcel.

   are hereby stopped, closed and sold.

2. That the soil and freehold in the closed portions of the said Public Walkway described as Parts 3 and 4, Plan 62R-12122, be sold to: (a) Micor Developments Inc. Trusteee, or their successors in titlte, for the sum of $1.00 in accordance with the provisions of an Offer to Purchase, dated March 2, 1992, (b) Part 1, Plan 62R-12122, be sold to Rosa Buonopane, or her successors in title, for the sum of $1.00 in accordance with the provisions of an Offer to Purchase, dated March 3, 1992, and (c) Part 2, Plan 62R-12122 be sold to Margaret Barbara Loeffler, or her successors in title, for the sum of $1.00 in accordance with the provisions of an Offer to Purchase, dated March 12, 1992.

3. This By-law shall come into force and effect on the date of registration in the Land Registry Office for the Registry Division of Wentworth (No. 62)

PASSED this day of A.D. 1991.

J. J. Schatz
City Clerk

R. Morrow
Mayor

Union Station, Room 222
65 Front Street West
Toronto, Ontario M5J 1E8
Tel (416) 863-8620, Fax (416) 863-8863

Union Station, Bureau 222
65 Front Street West
Toronto, Ontario M5J 1E8
Tél. (416) 863-8620, Télécopie (416)

1(B)

CP Rail
Intermodal Freight Systems **Systèmes de transports intermodaux**

R J Pelland
Manager
Community & Regulatory Affairs
Directeur
Relations avec les gouvernements
et la collectivité

TORONTO, February 7, 1992 File: PRC,TORO

Mr. Kevin Christenson
Secretary
Hamilton Transport & Environment Committee
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Mr. Christenson:

This is with respect to the issue of illegal dumping of garbage by residents of Hamilton on CP Rail's right of way and previous meetings with Alderman Agostino.

The problem of illegal dumping is increasing in Hamilton. The problem requires the total efforts of the City, industry and private citizens to educate the people of Hamilton about the dangers of illegal dumping and then to effectively police it.

We must address this problem very soon. Common sense dictates that when legal means to dump litter becomes too onerous or expensive, the illegal route will follow. We are at that stage now. We solicit the support of the City in an effort to resolve the problem.

We request a meeting with the Hamilton Transport & Environment Committee in order to discuss the specific nature of the problem and develop a mutual resolve. Your early attention is requested.

Should you require further information, please call the undersigned.

Yours truly,

R.J. Pelland

RECEIVED
FEB 10 1992
CITY CLERKS

cc: Alderman Dominic Agostino

cc: Mr. T. Tokarchuk

2.

CONSENT AGENDA

Transport and Environment Committee
Monday, 1992 April 6
9:30 o'clock a.m.
Room 233, City Hall

AGENDA

A. **ADOPTION OF THE MINUTES**

Minutes of the Meeting held 1992 March 2

B. **DIRECTOR OF PROPERTY/DIRECTOR OF TRAFFIC SERVICES**

Traffic Operations Centre - Art Work

C. **DIRECTOR OF PROPERTY**

i. Offer to Purchase Public Walkway, Larch to Northgate

ii. Offer to Purchase Public Walkway, Rymal Road to Eaglewood Drive

D. **DIRECTOR OF TRAFFIC SERVICES**

(a) **Intersection Control**

i. Lister Avenue and Ryckman Street

ii. Wright Avenue and Clyde Street/Wright Avenue and Leeming Street

(b) **Parking Regulations**

i. No. 93 Clinton Avenue - Reserved "Parking Permit" for Handicapped Resident

ii. Peter Street Between Pearl Street North and Ray Street North

iii. West Side of Emerald Street North Between Shaw Street and the South End

iv. No. 59 Magill Street

v. Hart Place

vi. Mary Street Between Cannon and Roberts Streets

(c) **Hamilton Street Railway - Rerouting and New Bus Stops - Bayfront/Nash Route**

(d) **Main Street West Reconstruction**

E. **SENIOR DIRECTOR, ROADS DEPARTMENT**

i. Annual Overload Permit
L.P. Services

ii. Incorporating Certain City Lands into Various Streets By By-law

iii. Return of Lands Acquired in a Land Severance to the Former Owner

iv. 1992 Servicing Expenditures Related to Subdivisions

v. 1992 Maintenance Costs for Automatic Protection at Level Crossings

F. **CITY SOLICITOR**

i. Rescind Alley Closure - 145, 147 Grant Avenue

ii. Local Improvement Charges for Construction of Roads, Curbs, Sidewalks and Alleys

iii. By-law to Authorize the Construction of Local Improvements of Concrete Sidewalks on the East Side of Upper Paradise Road Adjacent to St. Thomas More School

G. **ACTING DIRECTOR OF PUBLIC WORKS**

i. Ministry of Transportation of Ontario
Request for Noise Control By-law No. 79-292 Exemption

ii. Proposed Construction of Sidewalks, Curbs and Roadways as Local Improvements on Beaverton Avenue and Acadia Drive

iii. Proposed Construction of a Combined Concrete Sidewalk and Curb on the South Side of Carling Street from Macklin Street to Approximately 98 metres easterly.

H. **MANAGER OF PURCHASING**

i. Supply and Delivery of Sign Blanks During 1992

ii. Collection of Bulk Garbage, Five Year Term Ending 1997

2(A)

Monday, 1992 March 2
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present:

Alderman H. Merling, Chairperson
Alderman V. J. Agro, Vice-Chairperson
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Absent with Regrets:

Mayor R. M. Morrow, City Business

Also Present:

Alderman T. Cooke
Alderman G. Copps
Alderman D. Agostino
Ms. B. Price, Hamilton Safety Council
Ms. L. Orban, Board of Education
Mr. J. G. Pavelka, Acting Chief Administrative Officer
Mr. E. M. Gill, Senior Director, Roads Department
Mr. D. Lobo, Acting Director of Public Works
Mr. R. Meiers, Public Works Department
Mr. M. F. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. M. Watson, Manager, Real Estate Division
Mr. B. Kramer, Ministry of the Environment
Mr. G. Fraleigh, Grindstone Properties
Ms. E. Weisz
Mr. K. C. Christenson, Secretary

1. **CONSENT AGENDA**

A. **ADOPTION OF THE MINUTES**

The minutes of the meeting held 1992 February 3 were adopted as circulated.

B. **SENIOR DIRECTOR, ROADS DEPARTMENT**

i. **Service Club Signs on City of Hamilton Road Allowances - Zonta Club**

The Committee was in receipt of a report dated 1992 February 4 from the Senior Director, Roads Department respecting Service Club Signs on City of Hamilton road allowances - Zonta Club.

The Committee approved the following recommendation:

That permission be granted to the Zonta Club of Hamilton II to erect service club signs in accordance with By-law No. 86-77.

ii. **Incorporating Certain City Lands into Various Streets By By-law**

The Committee was in receipt of a report dated 1992 February 21 from the Senior Director, Roads Department respecting incorporation certain City lands into various streets by by-law.

The Committee approved the following recommendation:

(a) That City lands, Block 44, Plan 62M-688, be incorporated into Westlawn Drive.

(b) That the by-law to carry out the incorporation of the said lands into the foregoing street be enacted by Council.

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

iii. **1992 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1992 February 19 from the Senior Director, Roads Department respecting 1992 Servicing Expenditures Related to Subdivisions.

The Committee approved the following recommendation:

(a) That the submitted schedule of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated cost of services in:

"CLAUDETTE GARDENS - PHASE I, Hamilton"

City's Share - Nil Subdivider's Share - $109,265.60

"CLAUDETTE GARDENS - PHASE 2, Hamilton"

City's Share - Nil Subdivider's Share - $ 28,464.00

(b) That the Mayor and the City Clerk be authorized and directed to execute the proposed subdivision agreements between the City and the Owners of Claudette Gardens - Phase I and Claudette Gardens - Phase 2 subdivisions.

(c) That approval of the above clauses be subject to the condition that no work be commenced until the Final Plans and Subdivision Agreements have been registered.

(d) That in the event the subdivider wishes to proceed prior to the registration of the Final Plans and Subdivision Agreements, they should be allowed to do so at their own risk provided they enter into a standard agreement for pre-servicing.

iv. **Banner Application: Hess Street Jazz Festival**

The Committee was in receipt of a report dated 1992 February 17 from the Senior Director, Roads Department respecting a banner application - Hess Street Jazz Festival.

The Committee approved the following recommendation:

That the application of M. Temperley, agent for the Hess Village Merchants Association (24 Hess Street South, Hamilton L8P 3M8) to display a promotional banner across Main Street West, in front of City Hall from Monday, 1992 July 6 to Monday, 1992 July 13 with the following message, be approved:

HESS VILLAGE JAZZ FESTIVAL
JULY 17 - 19

C. SENIOR DIRECTOR, ENVIRONMENTAL SERVICES

Canada West Indies Molasses Company Application for a Certificate of Approval for a Waste Disposal Site (Transfer)

The Committee was in receipt of a report dated 1992 February 18 from the Senior Director, Environmental Services respecting Canada West Indies Molasses Company, application for a Certificate of Approval for a waste disposal site (transfer).

The Committee agreed that the item be pulled from the Consent Agenda for discussion later in the meeting.

D. DIRECTOR OF TRAFFIC SERVICES

(a) **Intersection Control**

Intersection of Grandville Avenue and Violet Drive

The Committee was in receipt of a report dated 1992 January 27 from the Director of Traffic Services respecting the intersection of Grandville Avenue and Violet Drive.

The Committee agreed to pull the item from the Consent Agenda for discussion later in the meeting.

(b) **Parking Regulations**

i. **Linwood Avenue Between Aberdeen Avenue and Homewood Avenue**

The Committee was in receipt of a report dated 1992 January 23 from the Director of Traffic Services respecting Linwood Avenue between Aberdeen Avenue and Homewood Avenue.

The Committee approved the following recommendation:

(a) That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of Linwood Avenue between Aberdeen Avenue and Homewood Avenue be removed; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Grosvenor Avenue North Between Roxborough Avenue and Cannon Street East**

The Committee was in receipt of a report dated 1992 February 3 from the Director of Traffic Services respecting Grosvenor Avenue North between Roxborough Avenue and Cannon Street East.

The Committee approved the following recommendation:

(a) That the existing "Alternate Side Parking" regulation on Grosvenor Avenue North between Roxborough Avenue and Cannon Street East be changed such that parking is prohibited;

- on the west side of the street during the months of December, January, February, March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and

- on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Opposite No. 142 Tolton Avenue**

The Committee was in receipt of a report dated 1992 February 4 from the Director of Traffic Services respecting parking regulations opposite No. 142 Tolton Avenue.

The Committee approved the following recommendation:

(a) That a "No Stopping" regulation be implemented on the west side of Tolton Avenue commencing at a point 123 feet north of Roxborough Avenue and extending to a point 25 feet northerly therefrom; and

(b) That the Traffic Department be directed to review this matter in six months time, and report back to the Committee, if necessary, on whether or not the applicant has complied with the Zoning By-law; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

iv. **McElroy Road West between West 3rd Street and West 5th Street**

The Committee was in receipt of a report dated 1992 February 6 from the Director of Traffic Services respecting McElroy Road West between West 3rd Street and West 5th Street.

The Committee approved the following recommendation:

(a) That a "No Parking" regulation be implemented on the north side of McElroy Road West between West 3rd Street and West 5th Street; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

v. **Gloucester Road between Aberdeen Avenue and Inglewood Drive**

The Committee was in receipt of a report dated 1992 February 18 from the Director of Traffic Services respecting Gloucester Road between Aberdeen Avenue and Inglewood Drive.

The Committee approved the following recommendation:

(a) That a "No Parking" regulation be implemented on the west side of Gloucester Road between Aberdeen Avenue and Inglewood Drive; and

(b) That a "Three Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Gloucester Road commencing at Aberdeen Avenue and extending to a point 147 feet southerly therefrom; and

(c) That a "No Parking" regulation be implemented on the east side of Gloucester Road commencing at a point 147 feet south of Aberdeen Avenue and extending to a point 91 feet southerly therefrom; and

(d) That the City Traffic By-law No. 89-72 be amended accordingly.

vi. **West 32nd Street, north of Bendamere Avenue**

The Committee was in receipt of a report dated 1992 February 19 from the Director of Traffic Services respecting West 32nd Street, north of Bendamere Avenue.

The Committee approved the following recommendation:

(a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West 32nd Street, commencing at Bendamere Avenue and extending to a point 121 feet northerly on the east side and 123 feet northerly on the west; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

vii. **West Side of Walnut Street Between Jackson Street and Hunter Street**

The Committee was in receipt of a report dated 1992 January 30 from the Director of Traffic Services respecting the west side of Walnut Street between Jackson Street and Hunter Street.

The Committee approved the following recommendation:

(a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the west side of Walnut Street, which commences at a point 54 feet north of Hunter Street and extends to a point 100 feet northerly therefrom, be shortened, such that the regulation commences at a point 54 feet north of Hunter Street and extends to a point 77 feet northerly therefrom; and

(b) That a two hour parking meter be installed on the west side of Walnut Street commencing at a point 131 feet north of Hunter Street and extending to a point 23 feet northerly therefrom; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Request for Wheelchair Loading Zones**

i. **South Side of Central Avenue, West of Weir Street South -**

The Committee was in receipt of a report dated 1992 January 21 from the Director of Traffic Services respecting the south side of Central Avenue, west of Weir Street South, Request for a Wheelchair Loading Zone.

The Committee approved the following recommendation:

(a) That a "No Stopping, Wheelchair Loading Only, 11:00 a.m. to 6:00 p.m., seven days a week" regulation be implemented on the south side of Central Avenue, commencing at a point 32 feet west of Weir Street and extending to a point 24 feet westerly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

ii. **East Side of James Street North, North of Macauley Street,**

The Committee was in receipt of a report dated 1992 February 11 from the Director of Traffic Services respecting the east side of James Street North, north of Macauley Street, Request for a Wheelchair Loading Zone.

The Committee approved the following recommendation:

(a) That a "No Stopping, Wheelchair Loading Only, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of James Street North, commencing at a point 124 feet north of Macauley Street and extending to a point 25 feet northerly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Request for School Bus Loading Zone**

East Side of Brigade Drive, North of Byng Street,

The Committee was in receipt of a report dated 1992 February 7 from the Director of Traffic Services respecting the east side of Brigade Drive, north of Byng Street, Request for a School Bus Loading Zone:

The Committee approved the following recommendation:

(a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of Brigade Drive, commencing at a point 205 feet north of Byng Street and extending to a point 40 feet northerly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Request for a Time Limit Exemption Permit**

Apartment Building at No. 41 - 43 Herkimer Street -

The Committee was in receipt of a report dated 1992 January 27 from the Director of Traffic Services respecting the apartment building at No. 41 - 43 Herkimer Street - Request for a Time Limit Exemption Permit.

The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first four eligible applicants residing at No. 41 - 43 Herkimer Street.

E. DIRECTOR OF PROPERTY

Purchase of Former Rail Crossings on C.P. Rail (T.H. & B.) for Ewen and Rifle Range Roads

The Committee was in receipt of a report dated 1992 February 19 from the Director of Property respecting the purchase of former rail crossings on C.P. Rail (T.H. & B.) for Ewen and Rifle Range Roads.

The Committee approved the following recommendation:

(a) That the purchase of the land beneath two former rail lines crossing Ewen and Rifle Range Roads (Parts 4 and 6, 62R-11818) from C.P. Rail at a price of $2,000.00 be approved in accordance with the terms of the Letter of Agreement dated 1992 February 13. The administration fee of $2,000.00 be charged to Account No. CH5X323 00102 (Reserve for Property Purchases).

(b) That upon completion of the purchase and removal of the tracks, the Senior Director, Roads Department, be authorized and directed to prepare by-laws to establish the land acquired to form part of Ewen and Rifle Range Roads.

(c) That the Mayor and City Clerk be authorized to execute the Letter of Agreement dated 1992 February 13.

F. MANAGER OF PURCHASING

i. **Supply and Delivery of Traffic Paint During 1992**

The Committee was in receipt of a report dated 1992 February 19 from the Manager of Purchasing respecting the supply and delivery of traffic paint during 1992.

The Committee approved the following recommendation;

That a purchase order be issued to Niagara Paint & Chemical Co. Ltd., Hamilton, for the supply and delivery of Traffic Paint as and when required during 1992, being the lowest of three tenders received, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, at the following prices, and that this expenditure be financed through Pavement Markings Material Account No. 56153 75999:

White and Yellow non-coning in 205 litre containers	$ 1.78 litre
White and Yellow coning in 20 litre containers	$ 1.88 litre

G.S.T. and P.S.T. extra

ii. **Annual Supply of Asphalt, Public Works Department 1992**

The Committee was in receipt of a report dated 1992 February 21 from the Manager of Purchasing respecting the annual supply of asphalt, Public Works Department 1992.

The Committee approved the following recommendation:

That purchase orders be issued for the supply and delivery of Asphalt as and when required during 1992 by the Public Works Department, being the lowest of four (4) tenders received, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, and that these expenditures be financed from Stock Materials Account No. CH56197 60999, as follows:

(a) Cayuga Materials & Construction, Simcoe

Steel Slag Asphalt	$ 45.00
Asphalt Surface Course H.M.3	42.76
Asphalt Binder Course H.M.5	38.35
Liquid Asphalt Cement	1.45 litre

(b) Taro Aggregates, Hamilton

Asphalt Surface Course H.M.3	$ 40.00
Asphalt Binder Course H.M.5	36.00
Cold Laid Patching Material	59.00

(c) Red-D-Mix Concrete, Hamilton

Steel Slag Asphalt	$ 42.00
Asphalt Surface Course H.M.3	41.75
Asphalt Binder Course H.M.5	37.00
Liquid Asphalt Cement	2.00 litre
Cold Laid Patching Material	59.00

(d) Norjohn Limited, Thorold

Cationic Emulsion CRS-2 delivered	$ 0.2824 litre
Cationic Emulsion CRS-2 latex delivered	$ 0.3594 litre

G.S.T. and P.S.T. extra where applicable. Prices per tonne, picked up, unless otherwise specified.

iii. **Annual Supply of Aggregates, Public Works Department 1992**

The Committee was in receipt of a report dated 1992 February 25 from the Manager of Purchasing respecting the annual supply of Aggregates, Public Works Department 1992.

The Committee approved the following recommendation:

That purchase orders be issued for the supply and delivery of Aggregates as and when required during 1992 by the Public Works Department, being the lowest of twelve (12) tenders received, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, and that these expenditures be financed from Stock Materials Account No. CH56197 60999, as follows:

(a) Lakeview Sand & Gravel Ltd., Paris

Granular 'A'	$ 7.60
19mm Clear	9.10
19mm Crusher Run	7.80

(b) Steetley Lime & Aggregates, Dundas

9.5mm and 6.4mm chips Washed	$ 11.50
Athlete Field Lime	13.55

(c) Cayuga Materials & Construction, Simcoe

9.5 mm Screenings	$ 8.10

G.S.T. and P.S.T. extra where applicable. Prices per tonne, delivered.

iv. **Annual Supply Concrete, Public Works Department 1992**

The Committee was in receipt of a report dated 1992 February 24 from the Manager of Purchasing respecting the annual supply of concrete, Public Works Department 1992.

The Committee approved the following recommendation:

That purchase orders be issued for the supply and delivery of Concrete as and when required during 1992 by the Public Works Department, being the lowest of six (6) tenders received, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, and that these expenditures be financed from Stock Materials Account No. CH56197 60999, as follows:

(a) Delta Ready Mix Limited, Hamilton

Sidewalk, Curb, Roadway Concrete	delivered	$ 86.60 m^3
Unshrinkable Fill	delivered	37.90 m^3
	picked up	37.00 m^3

(b) Independent Ready Mix, Hamilton

Sidewalk, Curb, Roadway Concrete	delivered	$ 88.90 m^3
Unshrinkable Fill	delivered	41.50 m^3
	picked up	37.50 m^3

(c) Premier Concrete, Hamilton

Sidewalk, Curb, Roadway Concrete	picked up	$ 82.00 m^3

G.S.T. and P.S.T. extra where applicable

G. ACTING DIRECTOR OF PUBLIC WORKS

Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys

The Committee was in receipt of a report dated 1992 February 5 from the Acting Director of Public Works respecting Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys.

The Committee approved the following recommendation:

(a) That the following changes be made in the maximum charges per metre of frontage for Local Improvement construction:

		Maximum Charge per Metre of Frontage	
Item		Existing 1991	Proposed 1992
i.	Curb Only	$ 69.00	$ 80.00
ii.	Sidewalks Only	$ 86.00	$ 80.00
iii.	Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	$ 138.00	$ 137.00
iv.	Roadway Only	$ 240.00	$ 223.00
v.	Alleys	$ 92.00	$ 93.00
vi.	Roadway and Curbs Only (Industrial Subdivisions)	$ 314.00	$ 306.00

(b) That the City Solicitor be authorized and directed to amend the Local Improvement By-law.

2. ACTING CHIEF ADMINISTRATIVE OFFICER

Response to the Ministry of the Environment Regarding the Transfer of Chemicals (PCB's)

The Committee was in receipt of a report dated 1992 February 17 from the Acting Chief Administrative Officer respecting the response to the Ministry of the Environment regarding the Transfer of Chemicals (PCB's)

The Committee approved the following recommendation:

(a) That the Director of Public Works and the Senior Director of Roads respond directly to the Ministry of the Environment on behalf of the City of Hamilton on standard, normal applications submitted to the Ministry of the Environment and;

(b) That the Director of Public Works and the Senior Director of Roads submit an information report to the Transport and Environment Committee to keep the elected representatives appraised of such applications and;

(c) That the Director of Public Works and the Senior Director of Roads send a recommendation report to the Transport and Environment Committee on exceptional situations to advise the Committee of the particular circumstances.

Following further discussion, it was moved by Alderman Wilson, seconded by Alderman Kiss and **carried** that

That the Regional Municipality of Hamilton-Wentworth not accept any PCB's for storage at the sewage treatment plant other than those generated by the facility itself.

3. DIRECTOR OF TRAFFIC SERVICES/ACTING DIRECTOR OF PUBLIC WORKS

Egress from the Former Robinson's Store Site to MacNab Street

The Committee was in receipt of a report dated 1992 February 26 from the Director of Traffic Services and the Acting Director of Public Works respecting Egress from the former Robinson's store site to MacNab Street.

The Committee approved the following recommendation:

(a) That approval be given to Grindstone Properties Ltd. for the construction of a temporary turning lane through the MacNab Street bus loading platform; and

(b) That the entire cost of constructing the turning lane and all associated works be borne by Grindstone Properties Ltd.; and

(c) That the estimated cost of restoring the bus loading platform be paid in advance by Grindstone Properties Ltd. to Account No. CH59001 60910.

4. ACTING DIRECTOR OF PUBLIC WORKS

Supply of Potable Water

The Committee was in receipt of a report dated 1992 February 19 from the Acting Director of Public Works respecting the supply of potable water.

The Committee approved the following recommendation:

(a) That the City of Hamilton continue supplying potable water to only those 15 residences in the Mount Albion Falls area where water has been supplied over a number of years by the City, at an estimated annual cost of approximately $26,000.00/year.

(b) That the City of Hamilton discontinue this service if the residences are acquired for the Freeway.

5. DIRECTOR OF TRAFFIC SERVICES

Traffic Conditions on Owen Place

The Committee was in receipt of a report dated 1992 February 17 from the Director of Traffic Services respecting Traffic Conditions on Owen Place.

Following discussion, the Committee approved the following recommendation:

That the speed limit on Owen Place be reduced from 50 k.p.h. to 40 k.p.h. on a 6 month trial basis.

6. CHAIRPERSON'S REPORT

Regional Police Involvement in Enforcement of Parking Violations and Noise Complaints

The Committee was in receipt of information from the Chairperson of the Transport and Environment Committee respecting Regional Police Involvement in Enforcement of Parking Violations and Noise Complaints.

Following discussion, the Committee approved the following recommendation:

That Staff of the Traffic Services Department be directed to prepare a report including cost implications, social aspects, etc. of the City assuming the Regional Police's involvement in enforcement of parking violations and noise complaints.

7. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

(a) **Ontario Traffic Conference Annual Convention**
1992 May 31 to June 3, Pembroke, Ontario

The Committee was in receipt of a report dated 1992 February 25 from the Secretary, Transport and Environment Committee respecting the Ontario Traffic Conference Annual Convention, 1992 May 31 to June 3, Pembroke, Ontario.

The Committee approved the following recommendation:

(a) That the Chairperson of the Transport and Environment Committee or his designate be authorized to attend the Ontario Traffic Conference Annual Convention to take place on 1992 May 31 to June 3, Pembroke, Ontario.

(b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

The Chairperson directed any member of the Committee interested in attending the Conference to notify the Secretary of the Committee of their intention to attend.

(b) **Resolution from the City of Windsor Respecting Continued Use of Train Whistles**

The Committee was in receipt of a report dated 1992 February 26 from the Secretary of the Transport and Environment Committee respecting a resolution from the City of Windsor respecting continued use of Train Whistles which City Council at its meeting held 1992 February 25 referred to the Transport and Environment Committee.

The Committee approved that the item be received.

9. **ALDERMAN V. J. AGRO**

Fence Request - No. 201 Bay Street North

The Committee was in receipt of correspondence dated 1992 February 10 from Alderman V. J. Agro respecting fence request at No. 201 Bay Street North.

Alderman Agro addressed the Committee and explained the situation of the resident at 201 Bay Street North and the need for a fence at the rear of this property.

Following discussion, the Committee approved the following recommendation:

That Alderman V. Agro pursue the transfer of the property beyond the retaining wall at 201 Bay Street North to the City so that a fence can be erected on the property line at a cost not to exceed $500.00.

10. **DELEGATIONS**

A. **East 19th Street Alley**

The Committee was in receipt of a report dated 1992 February 21 from the Senior Director, Roads Department respecting a by-law to authorize the sale of the public alley lying immediately north and east of 103 East 19th Street.

With no delegation present, the Committee approved the following recommendation:

(a) That the appropriate by-law for the sale of the alley lying immediately north of Lot 50 and west of Lot 2, Registered Plan 541, described as Parts 1 and 2 on Plan 62R-11914, be forwarded to City Council for enactment on 1992 March 10.

(b) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

B. **Proposed Portion of Alleyway Closure: Rear of No. 615 Main Street East**

The Committee was in receipt of a report dated 1992 January 30 from the Senior Director, Roads Department respecting the proposed portion of alleyway closure: rear of No. 615 Main Street East.

With the delegation present in favour of the recommendation, the Committee approved the following recommendation:

(a) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of The Registry Act, R.S.O. 1980, for an order to stop-up and close a portion of the unassumed east/west alleyway at the rear of No. 615 Main Street East;

(b) That the Commissioner of Transportation/Environmental Services be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.

(c) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.

(d) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.

(e) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of The Regional Municipality of Hamilton-Wentworth Act.

(f) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

(g) That the applicant provide an easement to Bell Canada for their existing plant on the north side of the proposed closure.

(h) That the applicant provide an easement to Hamilton Hydro for their overhead wires located in the subject area.

Provided the Judge's Order to close the highway is granted:

(a) That the Commissioner of Transportation/Environmental Services be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s).

(b) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

C. **No. 297 Mohawk Road East, Snow Clearing Charges**

The Chairperson informed the Committee that this item was deleted from the agenda as the snow clearing charges have been paid by the property owner.

11. NEW BUSINESS

(a) **Alderman T. Cooke - Beth Tikvah Group Home - Parking Permits**

A Hamilton Spectator article dated 1992 February 1 respecting the Beth Tikvah Group Home was distributed to the Committee Members. Ms. E. Weisz appeared before the Committee to request approval for the purchase of two parking permits for the employees of the Beth Tikvah Group Home.

Following discussion, the Committee approved the following recommendation:

(a) That authorization be given for the Beth Tikvah Group Home to purchase two parking permits to exempt vehicles from the time limit parking restriction on Arkell Street and,

(b) That, if necessary, the appropriate by-law be amended accordingly.

(b) **Senior Director, Environmental Services Department**

Hotz and Sons Company Inc.
Application for a Certificate of Approval for a
Waste Disposal Site (Processing) at 470 Kenora Avenue North (SWARU), Hamilton

The Committee was in receipt of a report distributed at the meeting dated 1992 February 21 from the Senior Director, Environment Services Department respecting the Hotz and Sons Company Inc., application for a certificate of approval for a Waste Disposal Site (Processing) at 470 Kenora Avenue North (SWARU), Hamilton.

Concern was expressed with the approval process required by the Ministry of the Environment through the City of Hamilton and the Regional Municipality of Hamilton-Wentworth. Further, concern was expressed with the utilization of the SWARU Plant for this activity.

Following considerable discussion, the Committee agreed that the item be tabled and that staff be directed to provide further information on the issue.

(c) **Canada West Indies Molasses Company**
Application for a Certificate of Approval for a Waste Disposal Site (Transfer)
(From Consent Agenda)

Following discussion, the Committee agreed that the item be tabled and that staff be directed to provide further information on the issue.

(d) **Intersection of Grandville Avenue and Violet Drive - Intersection Control**
(From Consent Agenda)

Alderman F. Eisenberger expressed concern that the request for a three-way stop control at this intersection was initiated by a resident of Stoney Creek. Alderman D. Agostino advised that the background information of the report was incorrect and that the individual was actually a resident of Hamilton.

Following discussion, the Committee approved the following recommendation:

(a) That three-way stop control be implemented at the intersection of Grandville Avenue and Violet Drive; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Alderman V. J. Agro**
Parking Ticket

Alderman V. J. Agro addressed the Committee with regards to a parking violation ticket that he received for parking his vehicle at the rear of the second level of City Hall. He indicated that in speaking with the Director of Traffic Services, the vehicle was ticketed following a complaint being received in the Traffic Services Department.

Following discussion, it was moved by Alderman Agro and seconded by Alderman D'Amico that the Director of Traffic Services release the name of the person who lodged the complaint about Alderman Agro's car being parked in this location.

Motion lost.

Alderman Agro expressed concern about the "games being played" by Committee members and asked for clarification as to the parking regulations at the rear of the second level of City Hall. Mr. Main indicated that the area is signed "Fire Route-No Parking" and that it is the Department's policy to give a 10 minute grace period in this area in order to allow individuals to drop off or pick up passengers or parcels.
Alderman Agro then expressed concern that the ticketing of vehicles and violations of this parking restriction was not consistent and that any vehicle in contravention of the 10 minute grace period should be tagged.

12. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

ALDERMAN H. MERLING, CHAIRPERSON
TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson, Secretary
1992 March 2

2(B)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 March 27

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

RECEIVED
MAR 27 1992
CITY CLERKS

FROM: D.W. Vyce
Director of Property

M.F. Main
Director of Traffic Services

SUBJECT: Traffic Operations Centre (AD-88-007)
Art Work

RECOMMENDATION:

That the proposed art work representing clouds on the high roof of the new Traffic Operations Centre be deleted at an estimated savings of $15,000.00.

D.W. Vyce, Director of Property

M.F. Main, Director of Traffic Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Net savings of $15,000.00.

BACKGROUND:

It is anticipated that the public access to the Traffic Operations Centre is minimal except for specialized deliveries related to the operation.

The Architects proposed to have total of 14 "pairs of clouds" to be fixed on each triangular part of the high roof as an art work item. This was proposed to be carried out by a team of an artist and a technician.

The model of the building, which indicates art work, will be available at the Committee meeting.

We believe it is appropriate to defer this art work at a savings of $15,000.00. In this economic climate and due to its minimal public exposure, we believe the money could be reallocated for other uses with a much higher priority.

The construction of the Traffic Operations Centre building is complete and has been operational since February 10, 1992. Some of the exterior items such as part landscaping, fuel pumps and exterior sign are scheduled to be completed by April 30, 1992. At this time the construction contract will be complete.

c.c. R. Sugden, Director of Culture and Recreation
Attention: Ms. C. York
H.S. Solomon, Manager of Operations
R. Martiniuk, Manager of Architectural Division
M. Shah, Project Manger, Architectural Division

2(c)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 March 26

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

RECEIVED
MAR 27 1992
CITY CLERKS

FROM: D. W. Vyce
Director of Property

SUBJECT: **Offer to Purchase Public Walkway Larch to Northgate Lisgar Neighbourhood to Chris and Gwen Rhora**

RECOMMENDATION:

That an Offer to Purchase duly executed by Chris J. and Gwen A. Rhora on March 24, 1992, and scheduled to close within sixty (60) days of the enactment and registration of a By-law to stop up, close and sell the public walkway extending from Larch Street to Northgate Avenue, said lands are more particularly described as having a frontage of 3.04 metres (10 feet) more or less, along the northerly limit Larch Street, by a depth of 37.82 metres (124.08 feet) more or less, and comprising a total area of 115.27 square metres (1,240.8 square feet) more or less, designated as Parts 1, 2, 3 and 4 on Registered Plan 62R-8822, be approved and completed and funds derived from this sale of $1.00 be credited to Account Number CH 4X501 00102 (Sale of Lands - Reserve for Property Purchases).

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

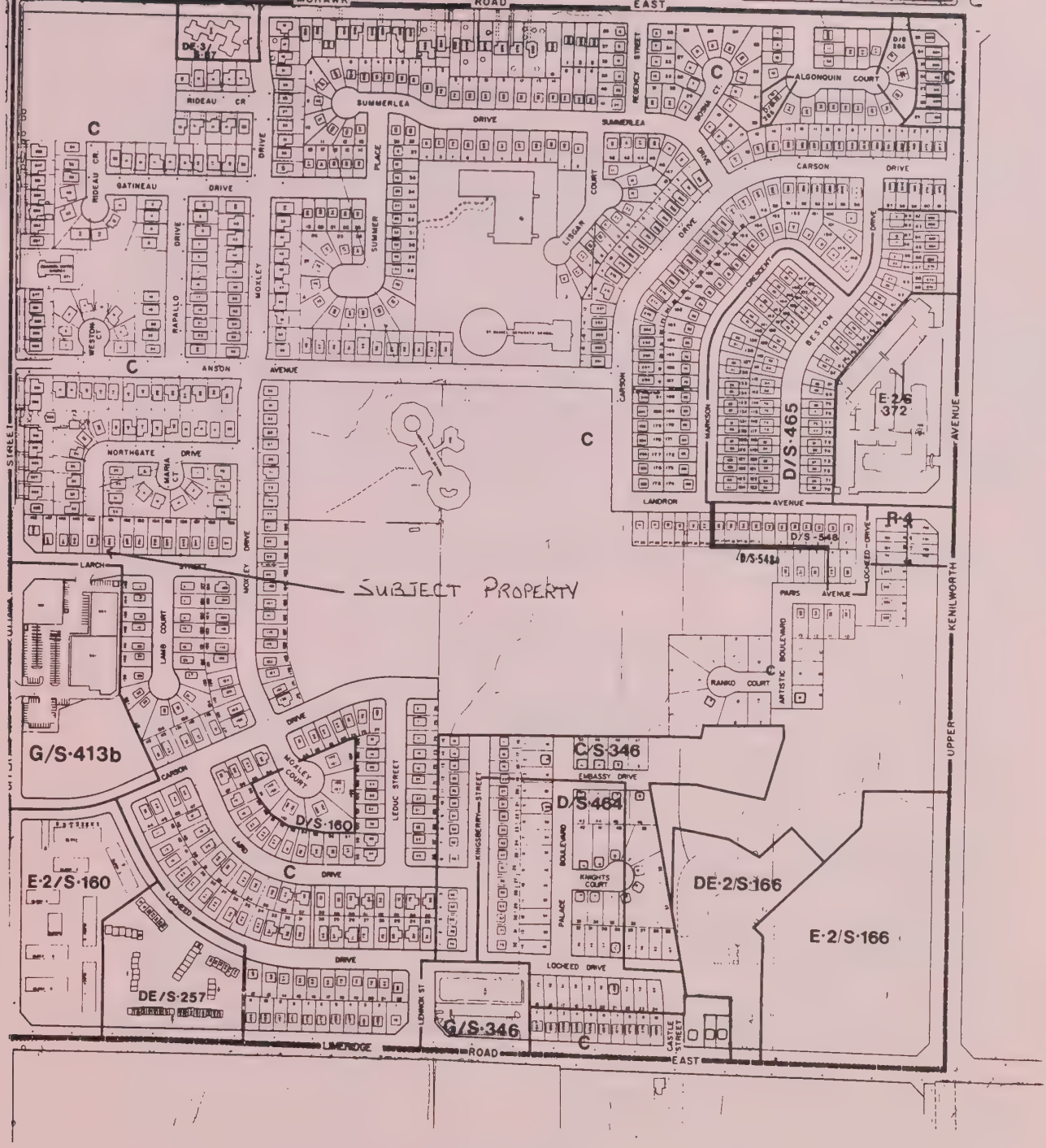
On January 14, 1992, City Council adopted Item 18 of the 1st Report of the Transport and Environment Committee thereby authorizing the stopping up, closing and sale of the public walkway.

Subsequently, Mr. & Mrs. Rhora are being permitted to purchase the entire public walkway as the other abutting owners, Mr. and Mrs. Turnbull, have waived their rights to acquire a portion of the closed walkway.

Attach.

c.c. P. Noé Johnson, City Solicitor
I. R. Hammel, Acting Treasurer
L. MacNeil, Property Clerk, Surveys

(4508 - 100.90.84)



61	67	67
11	97	91
110	131	131

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF
LIS
ZON

Neighbourhood Boundary
Zoning Boundary

SCALE 0 50m

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton - Wentworth

PLANNING UNIT NO 7302

JANUA

OFFER TO PURCHASE

I/We **CHRIS J. RHORA**
GWEN A. RHORA of the City of Hamilton

in the Regional Municipality of Hamilton-Wentworth hereinafter called the Purchaser,

hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,

hereinafter called the Vendor,

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of **the Public Walkway between Lots 150 and 151, Plan M-89, designated as Parts 1, 2, 3 and 4 on Registered Plan 62R-8822. Said lands are more particularly described as having a frontage along the northerly limit of Larch Street, Hamilton of 3.04 metres (10 feet), more or less, by a depth of 37.82 metres (124.08 feet), more or less, and comprising a total area of 115.27 square metres (1,240.8 square feet), more or less, abutting Municipal Address 223 Larch Street.**

at the price of **ONE**----------DOLLAR (**$1.00**) of lawful money of Canada, payable as follows:-

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the **21st** day of **April** 1992, by a letter mailed or delivered to the Purchaser at **c/o 223 Larch Street, Hamilton, Ontario, L8T 4P5.**

2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.

3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.

4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants.

5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.

6. The Purchaser is to be allowed thirty days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.

7. This transaction shall be closed **within sixty (60) days of the enactment and registration of a By-law to stop up, close and sell the Public Walkway.**

8. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of dower rights and all encumbrances, except as to any registered restrictions or covenants, and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.

9. The Purchaser shall assume taxes, local improvements, water and sewer rates from the date set out in paragraph 7 hereof.

10. Pending completion of this transaction, the Vendor will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the Purchaser may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Offer whether accepted or not and have all monies theretofore paid returned without interest.

11. The deed or transfer is to be prepared at the expense of the Vendor. If the Vendor is a Trustee the deed or transfer is to contain trustee covenants only.

12. This agreement and its acceptance is to be read with all changes of gender or number required by the context.

13. In the event of failure of the Purchaser to complete this transaction by the date set out in paragraph 7 hereof, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.

14. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.

15. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

16. **It is understood and agreed that Parts 1 and 2 on Registered Plan 62R-8822 are subject to an easement in favour of General Coaxial Services Limited.**

17. **It is understood and agreed by the Purchaser that the closing of the sale by the City of the subject property to him is conditional upon the Municipality enacting a By-law to authorize the stopping up, closing and sale of the walkway and upon the compliance by the Municipality with the procedures for that purpose in the Municipal act. In the event that the Municipality does not enact a By-law for the sale of the subject land to the Purchaser, the Purchaser and the City agree that this Agreement of Purchase and Sale shall be null and void and the deposit, if any, received by the City from the Purchaser shall be returned to the Purchaser without deduction or interest and the Purchaser agrees that he shall have no claim against the City for any cost, expense, interest, claim or damages as a result of the termination of this Agreement.**

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

DATED at Hamilton this 24 day of March 1992

SIGNED, SEALED AND DELIVERED in the presence of Mark Tonay, Debbie Tonay

) Chris Rhora (Seal)
) CHRIS J. RHORA

) Gwen Rhora (Seal)
) GWEN A. RHORA

) (Seal)

Name of Purchaser's Solicitor GORD GUYATT Q.C.

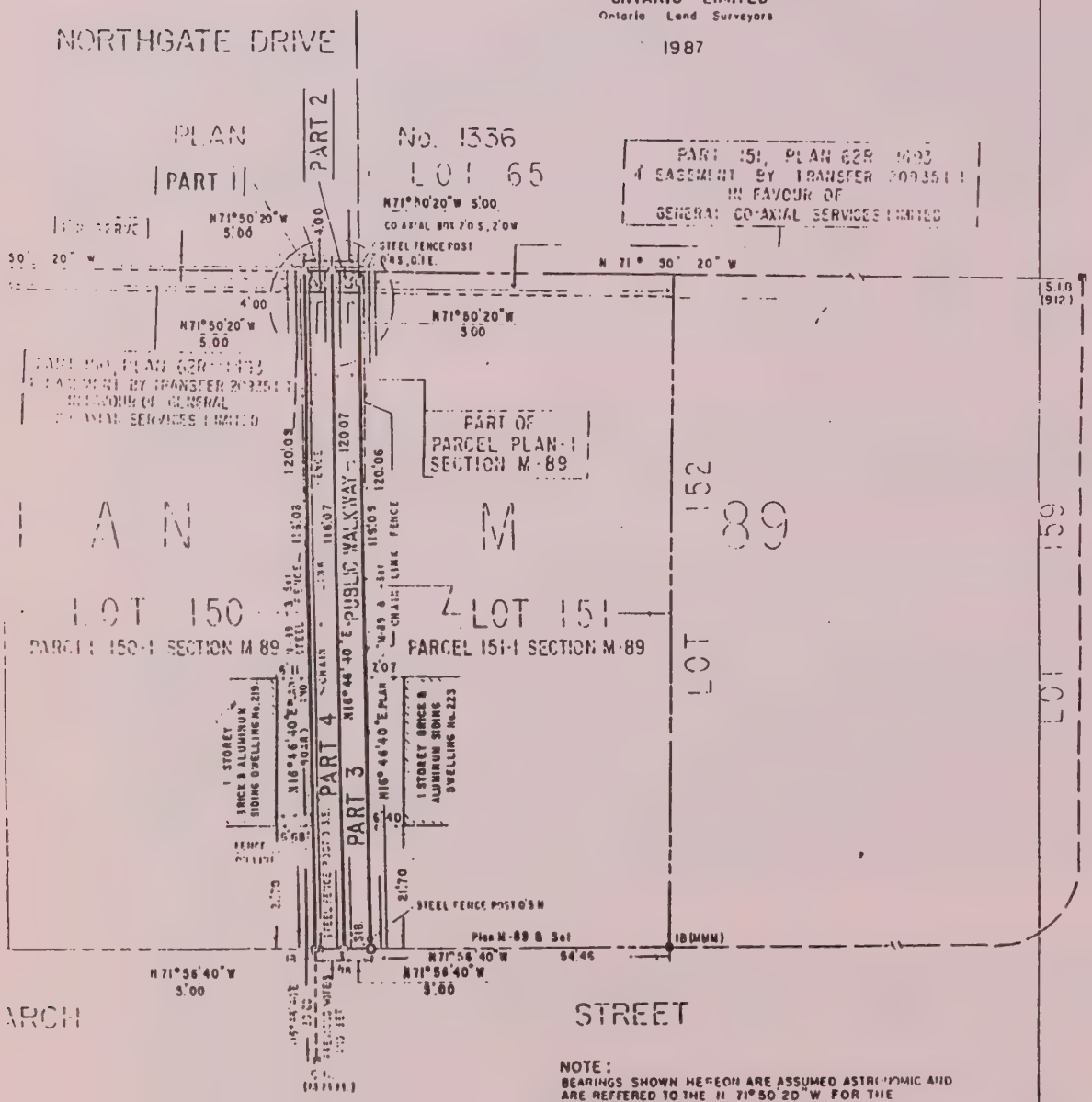
Address of Purchaser's Solicitor 131 JOHN ST S SUITE 201 L8N 2C3
Ph # 528-8369

PLAN OF SURVEY OF PUBLIC WALKWAY
BETWEEN LOTS 150 & 151
PLAN M-89
CITY OF HAMILTON

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
SCALE: 1 INCH = 20 FEET

MARSHALL MACKLIN MONAGHAN
ONTARIO LIMITED
Ontario Land Surveyors

1987



NOTE:
BEARINGS SHOWN HEREON ARE ASSUMED ASTRONOMIC AND ARE REFFERED TO THE N 71°50'20"W FOR THE NORTHERLY LIMIT OF PLAN M-89

□	DENOTES	MONUMENT SET
■	DENOTES	MONUMENT FOUND
S.I.B	DENOTES	STANDARD IRON BAR
I.B	DENOTES	IRON BAR
WIT.	DENOTES	WITNESS
(M.M.M)	DENOTES	MARSHALL, MACKLIN, MONAGHAN O.L.S.
(600)	DENOTES	S.W. WOODS O.L.S.
(912)	DENOTES	A.J. CLARKE O.L.S.

April

PLAN 62R 8822

2(c)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 March 26

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

RECEIVED
MAR 27 1992
CITY CLERKS

FROM: D. W. Vyce
Director of Property

SUBJECT: **Offer to Purchase Public Walkway**
Rymal Road to Eaglewood Drive
Eleanor Neighbourhood to Micor Developments Inc.,
Rosa Buonopane and Margarete Barbara Loeffler

RECOMMENDATION:

a) That an Offer to Purchase duly executed on March 2, 1992, by Micor Developments Inc. (Michael Corrado, President), and scheduled to close sixty (60) days after the enactment and registration of a By-law to stop up, close and sell the public walkway extending from Rymal Road East to Eaglewood Drive, said lands are more particularly described as having a width of 3.05 metres (10.0 feet) more or less, along the northerly limit of Rymal Road East, by a depth of 42.67 metres (139.99 feet) more or less, comprising a total area of 130.14 square metres (1,400.86 square feet) more or less, being the southerly forty-two point six seven metres (42.67 metres, 139.99 feet) of Block 30, Plan 62M-622, be approved and completed and funds derived from this sale of $1.00 be credited to Account Number CH 4X501 00102 (Sale of Lands - Reserve for Property Purchases).

b) That an Offer to Purchase duly executed on March 3, 1992, by Rosa Buonopane, and scheduled for closing sixty (60) days after the enactment and registration of a By-law to stop up, close and sell the public walkway extending from Rymal Road East to Eaglewood Drive, said lands are more particularly described as having a width of 1.52 metres (4.98 feet) more or less, along the southerly limit of Eaglewood Drive, by a depth of 30.64 metres (100.52 feet) more or less, and comprising a total area of 46.57 square metres (501 square feet) more or less, being the northerly thirty point six four metres (30.64 metres, 100.52 feet) more or less, of the west half of Block 30, Plan 62M-622, be approved and completed and funds derived from this sale be credited to Account Number CH 4X501 00102 (Sale of Lands - Reserve for Property Purchases).

c) That an Offer to Purchase duly executed on March 12, 1992, by Margarete Barbara Loeffler, and scheduled to close sixty (60) days after the enactment and registration of a By-law to stop up, close and sell the public walkway extending from Rymal Road East to Eaglewood Drive, said lands are more particularly described as having a width of 1.52 metres (4.98 feet) more or less, along the southerly limit of Eaglewood Drive, by a depth of 30.64 metres (100.52 feet) more or less, comprising a total area of 46.57 square metres (501 square feet) more or less, being the northerly thirty point six four metres (30.64 metres, 100.52 feet) more or less, of the east half of Block 30, Plan 62M-622, be approved and completed and funds derived from this sale of $1.00 be credited to Account Number CH 4X501 00102 (Sale of Lands - Reserve for Property Purchases).

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

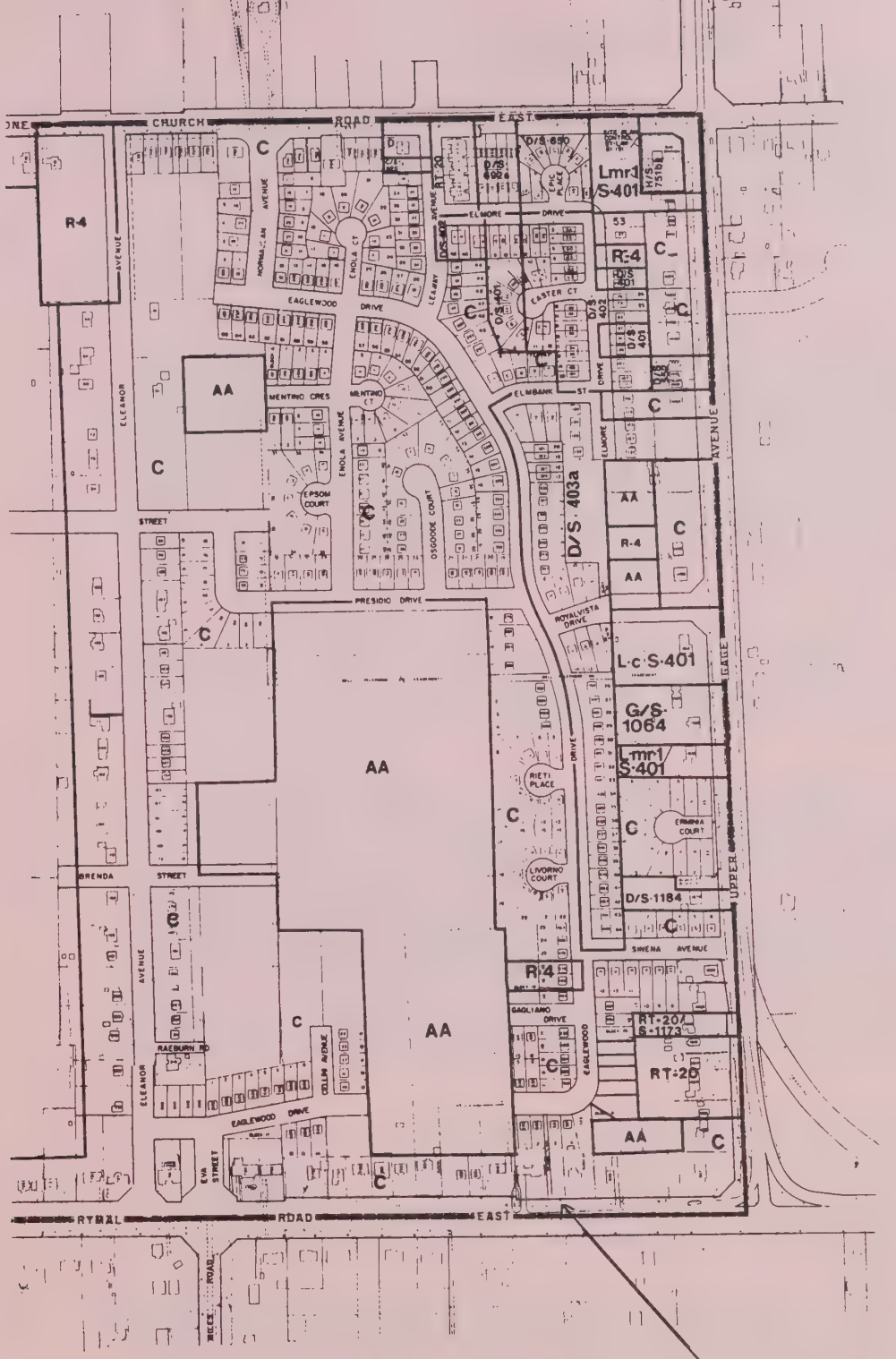
BACKGROUND:

On October 29, 1991, City Council adopted Item 11 of the 15th Report of the Transport and Environment Committee thereby authorizing the disposal of the said lands to the abutting owners.

As Mr. Calzonetti, an abutting owner, has waived his rights to purchase a portion of the walkway and has executed the necessary release documentation, the entire southerly forty-two point six seven metres (42.67) metres of the walkway is being purchased by Micor Developments Inc.

Attach.
c.c. P. Noé Johnson, City Solicitor
I. R. Hammel, Acting Treasurer
L. MacNeil, Property Clerk, Surveys

(4508 - 91C-229)



118	112	110
19	43	129
23	15	14

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For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

ELEANOR

ZONING

Neighbourhood Boundary
Zoning Boundary

0 100m
SCALE 50m
NORTH

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton - Wentworth

PLANNING UNIT NO. 7505

JANUARY 1990

PAGE NO. 43

OFFER TO PURCHASE

I/We **MICOR DEVELOPMENTS INC. TRUSTEE** of the City of Hamilton

in the Regional Municipality of Hamilton-Wentworth hereinafter called the Purchaser,

hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,

hereinafter called the Vendor,

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of **the southerly forty-two point six seven metres (42.67 metres, 139.99 feet) more or less, of Block 30, Plan 62M-622. Said lands are more particularly described as having a width of 3.05 metres (10.0 feet) more or less, along the northerly limit of Rymal Road East, abutting Municipal Address 837 Rymal Road East, by a depth of 42.67 metres (139.99 feet) more or less, comprising a total area of 130.14 square metres (1,400.86 square feet) more or less, as shown in heavy outline on the copy of Plan 62M-622 attached hereto as Schedule "A".**

at the price of ONE----------DOLLARS ($1.00) of lawful money of Canada.

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the **21st** day of **April 1992**, by a letter mailed or delivered to the Solicitor at **c/o Mr. William Kosar, 3800-100 Main Street East, Hamilton, Ontario L8N 3W6.**

2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.

3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.

4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants.

5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.

6. The Purchaser is to be allowed thirty days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.

7. This transaction shall be closed sixty (60) days after the enactment and registration of a By-law to stop-up, close and sell the walkway extending from Rymal Road East to Eaglewood Drive.

8. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of dower rights and all encumbrances, except as to any registered restrictions or covenants, and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.

9. The Purchaser shall assume taxes, local improvements, water and sewer rates from the date set out in paragraph 7 hereof.

10. Pending completion of this transaction, the Vendor will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the Purchaser may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Offer whether accepted or not and have all monies theretofore paid returned without interest.

11. The deed or transfer is to be prepared at the expense of the Vendor. If the Vendor is a Trustee the deed or transfer is to contain trustee covenants only.

12. This agreement and its acceptance is to be read with all changes of gender or number required by the context.

13. In the event of failure of the Purchaser to complete this transaction by the date set out in paragraph 7 hereof, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.

14. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.

15. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

16. It is understood and agreed by the Purchaser that the closing of the sale by the City of the subject property to him is conditional upon the Municipality enacting a By-law to authorize the stopping-up, closing and sale of the walkway and upon the compliance by the Municipality with the procedures for that purpose in the Municipal Act. In the event that the Municipality does not enact a By-law for the sale of the subject land to the Purchaser, the Purchaser and the City agree that this Agreement of Purchase and Sale shall be null and void and the deposit, if any, received by the City from the Purchaser shall be returned to the Purchaser without deduction or interest and the Purchaser agrees that he shall have no claim against the City for any cost, expense, interest, claim or damages as a result of the termination of this Agreement.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

DATED at HAMILTON this 2nd day of MARCH 1992.

MICOR DEVELOPMENTS INC. TRUSTEE

SIGNED, SEALED AND DELIVERED) _____(Seal)

in the presence of) PRESIDENT

) _____(Seal)

) _____(Seal)

Name of Purchaser's Solicitor _____

Address of Purchaser's Solicitor _____

5/5/88


GAGLIANO DRIVE
EAGLEWOOD DRIVE
EAGLEWOOD DRIVE
BLOCK 25
BLOCK 24
BLOCK 23
BLOCK 22
BLOCK 31
BLOCK 30
BLOCK 27
13
12
11
10
9
8
7
6
5
1
2
3
4
N 71°15'50"W
N 71°21'50"W
N 16°32'30"E
N 16°31'E
RADIUS = 30.00
PUBLIC WALKWAY
Schedule 'A'
Plan 6211-622

OFFER TO PURCHASE

I/We **ROSA BUONOPANE** of the City of Hamilton

in the Regional Municipality of Hamilton-Wentworth hereinafter called the Purchaser,

hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,

hereinafter called the Vendor,

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of **the northerly thirty point six four metres (30.64 metres, 100.52 feet) more or less, of the west half of Block 30, Plan 62M-622. Said lands are more particularly described as having a width of 1.52 metres (4.98 feet) more or less, along the southerly limit of Eaglewood Drive by a depth of 30.64 metres (100.52 feet) more or less, comprising a total area of 46.57 square metres (501 square feet) more or less, as shown in heavy outline on the copy of Plan 62M-622 attached hereto as Schedule "A".**

at the price of ONE----------DOLLARS ($1.00) of lawful money of Canada.

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the **21st** day of **April** 1992, by a letter mailed or delivered to the Purchaser at **c/o 535 Eaglewood Drive, Hamilton, Ontario L8W 3J3.**

2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.

3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.

4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants.

5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.

6. The Purchaser is to be allowed thirty days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.

7. This transaction shall be closed sixty (60) days after the enactment and registration of a By-law to stop-up, close and sell the public walkway extending from Rymal Road East to Eaglewood Drive.

8. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of dower rights and all encumbrances, except as to any registered restrictions or covenants, and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.

9. The Purchaser shall assume taxes, local improvements, water and sewer rates from the date set out in paragraph 7 hereof.

10. Pending completion of this transaction, the Vendor will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the Purchaser may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Offer whether accepted or not and have all monies theretofore paid returned without interest.

11. The deed or transfer is to be prepared at the expense of the Vendor. If the Vendor is a Trustee the deed or transfer is to contain trustee covenants only.

12. This agreement and its acceptance is to be read with all changes of gender or number required by the context.

13. In the event of failure of the Purchaser to complete this transaction by the date set out in paragraph 7 hereof, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.

14. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.

15. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

16. It is understood and agreed by the Purchaser that the closing of the sale by the City of the subject property to him is conditional upon the Municipality enacting a By-law to authorize the stopping-up, closing and sale of the walkway and upon the compliance by the Municipality with the procedures for that purpose in the Municipal Act. In the event that the Municipality does not enact a By-law for the sale of the subject land to the Purchaser, the Purchaser and the City agree that this Agreement of Purchase and Sale shall be null and void and the deposit, if any, received by the City from the Purchaser shall be returned to the Purchaser without deduction or interest and the Purchaser agrees that he shall have no claim against the City for any cost, expense, interest, claim or damages as a result of the termination of this Agreement.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

DATED at Hamilton this 3rd day of March 1988.

SIGNED, SEALED AND DELIVERED

in the presence of

) Rosa Buonopane (Seal)
)ROSA BUONOPANE
)
)_____(Seal)
)
)
)_____(Seal)

Name of Purchaser's Solicitor CHARLES J. ROSART

Address of Purchaser's Solicitor 57 John Street South
Hamilton, Ontario L8N 2B9

5/5/88

Schedule 'A'
Plan 63M-622

GAGLIANO DRIVE

EAGLEWOOD DRIVE

EAGLEWOOD DRIVE

BLOCK 25

BLOCK 24

BLOCK 23

BLOCK 22

BLOCK 30

BLOCK 27

BLOCK 31 (0.30 WIDE RESERVE)

PUBLIC WALKWAY

13 12 11 10 9 8 7 6 5 1 2 3 4

N 71°15'50"W

N 71°21'50"W

N 71°20'50"W

RADIUS = 30.00

A: 10.75 C: 10.68 N86°58'10"E

A: 5.97 C: 5.96 N77°04'W

A: 16.07 C: 14.40 RADIUS = 10.00

N62°35'20"E

N 16°32'30"E

N 16°31'E

N 16°28'50"E

N 16°45'10"E

132.16 · N 16°45'10"E

28.58 · N71°20'50"W

39.26 · N 71°20'50"W

39.25 · N 71°20'50"W

14.56 · N71°20'50"W

42.67 · N 16°31'E

part 3 plan 52R-8886

instrument n° 399/9 Barton remainder

instrument n° 38464 BARTON (remainder)

part 3 plan 52R-8886

Exp. 622

OFFER TO PURCHASE

I/We **MARGARETE BARBARA LOEFFLER** of the City of Hamilton

in the Regional Municipality of Hamilton-Wentworth hereinafter called the Purchaser,

hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,

hereinafter called the Vendor,

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of **the northerly thirty point six four metres (30.64 metres, 100.52 feet) more or less, of the east half of Block 30, Plan 62M-622. Said lands are more particularly described as having a width of 1.52 metres (4.98 feet) more or less, along the southerly limit of Eaglewood Drive by a depth of 30.64 metres (100.52 feet) more or less, comprising a total area of 46.57 square metres (501 square feet) more or less, as shown in heavy outline on the copy of Plan 62M-622 attached hereto as Schedule "A".**

at the price of ONE----------DOLLARS ($1.00) of lawful money of Canada.

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the **21st** day of **April** 1992, by a letter mailed or delivered to the Purchaser at **c/o 531 Eaglewood Drive, Hamilton, Ontario L8W 3J3.**

2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.

3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.

4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants.

5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.

6. The Purchaser is to be allowed thirty days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.

7. This transaction shall be closed within sixty (60) days of the enactment and registration of a By-law to stop-up, close and sell the public walkway extending from Rymal Road East to Eaglewood Drive.

8. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of dower rights and all encumbrances, except as to any registered restrictions or covenants, and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.

9. The Purchaser shall assume taxes, local improvements, water and sewer rates from the date set out in paragraph 7 hereof.

10. Pending completion of this transaction, the Vendor will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the Purchaser may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Offer whether accepted or not and have all monies theretofore paid returned without interest.

11. The deed or transfer is to be prepared at the expense of the Vendor. If the Vendor is a Trustee the deed or transfer is to contain trustee covenants only.

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14. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.

15. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

16. It is understood and agreed by the Purchaser that the closing of the sale by the City of the subject property to him is conditional upon the Municipality enacting a By-law to authorize the stopping-up, closing and sale of the walkway and upon the compliance by the Municipality with the procedures for that purpose in the Municipal Act. In the event that the Municipality does not enact a By-law for the sale of the subject land to the Purchaser, the Purchaser and the City agree that this Agreement of Purchase and Sale shall be null and void and the deposit, if any, received by the City from the Purchaser shall be returned to the Purchaser without deduction or interest and the Purchaser agrees that he shall have no claim against the City for any cost, expense, interest, claim or damages as a result of the termination of this Agreement.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

DATED at Hamilton this 12 day of March 1992.

SIGNED, SEALED AND DELIVERED in the presence of

M. B. Loeffler (Seal)
MARGARETE BARBARA LOEFFLER

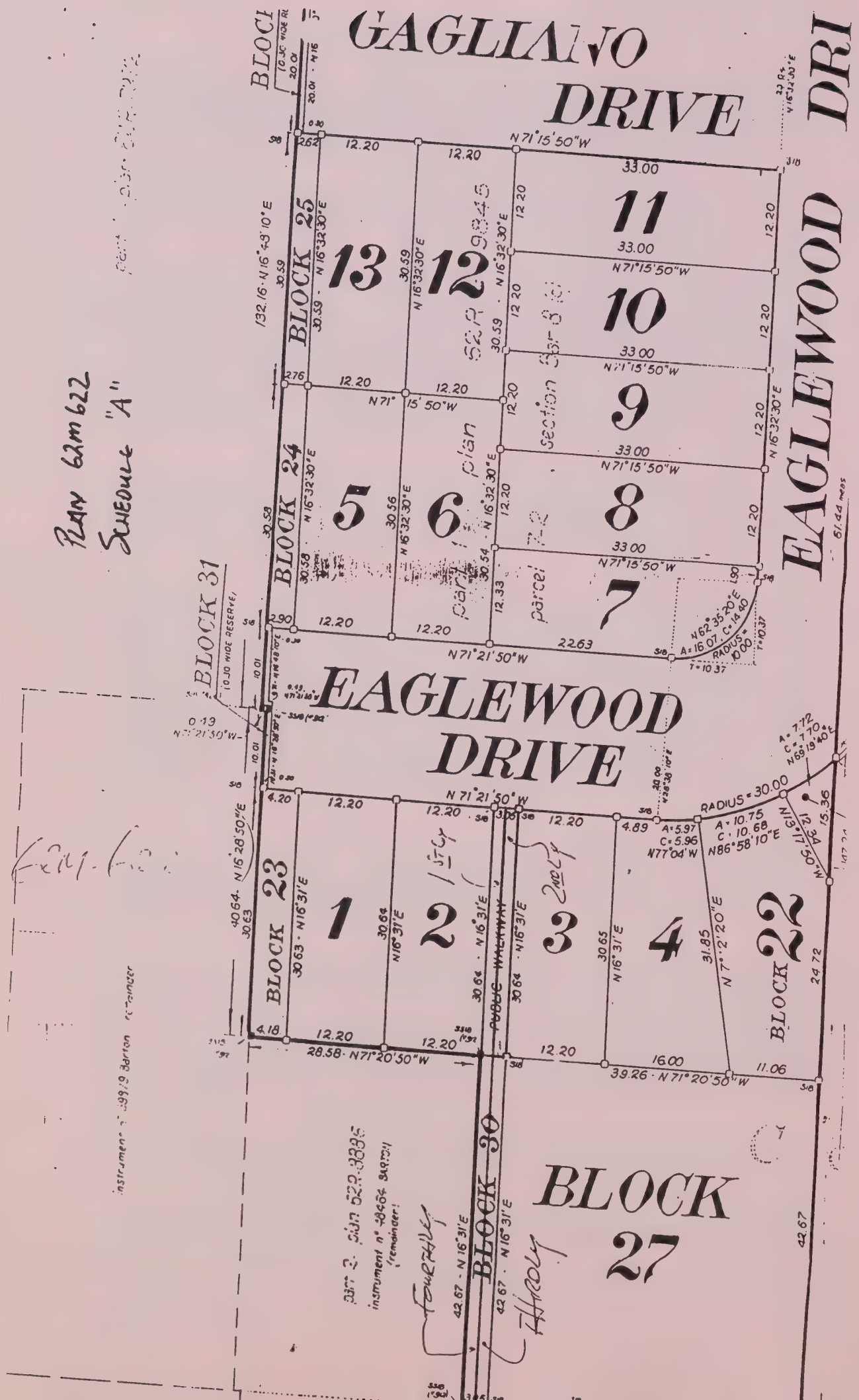
_____ (Seal)

_____ (Seal)

Name of Purchaser's Solicitor HENRY SZPIECH

Address of Purchaser's Solicitor MAIN STREET EAST, HAMILTON

5/5/88


GAGLIANO DRIVE
EAGLEWOOD DRIVE
EAGLEWOOD DRIVE
BLOCK 25
BLOCK 24
BLOCK 23
BLOCK 22
BLOCK 30
BLOCK 27
BLOCK 31
13
12
11
10
9
8
7
6
5
1
2
3
4
PUBLIC WALKWAY
N 71°15'50"W
N 71°21'50"W
N 16°32'30"E
N 16°31'E
RADIUS = 30.00
RADIUS = 10.00
Plan 63M 622
Schedule "A"

2(D)(a)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 March 3

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
MAR 27 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Lister Avenue and Ryckman Street - Intersection Control. **(TEC-41-92)**

RECOMMENDATION:

a) That southbound traffic on Ryckman Street be required to stop for eastbound and westbound traffic on Lister Avenue; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

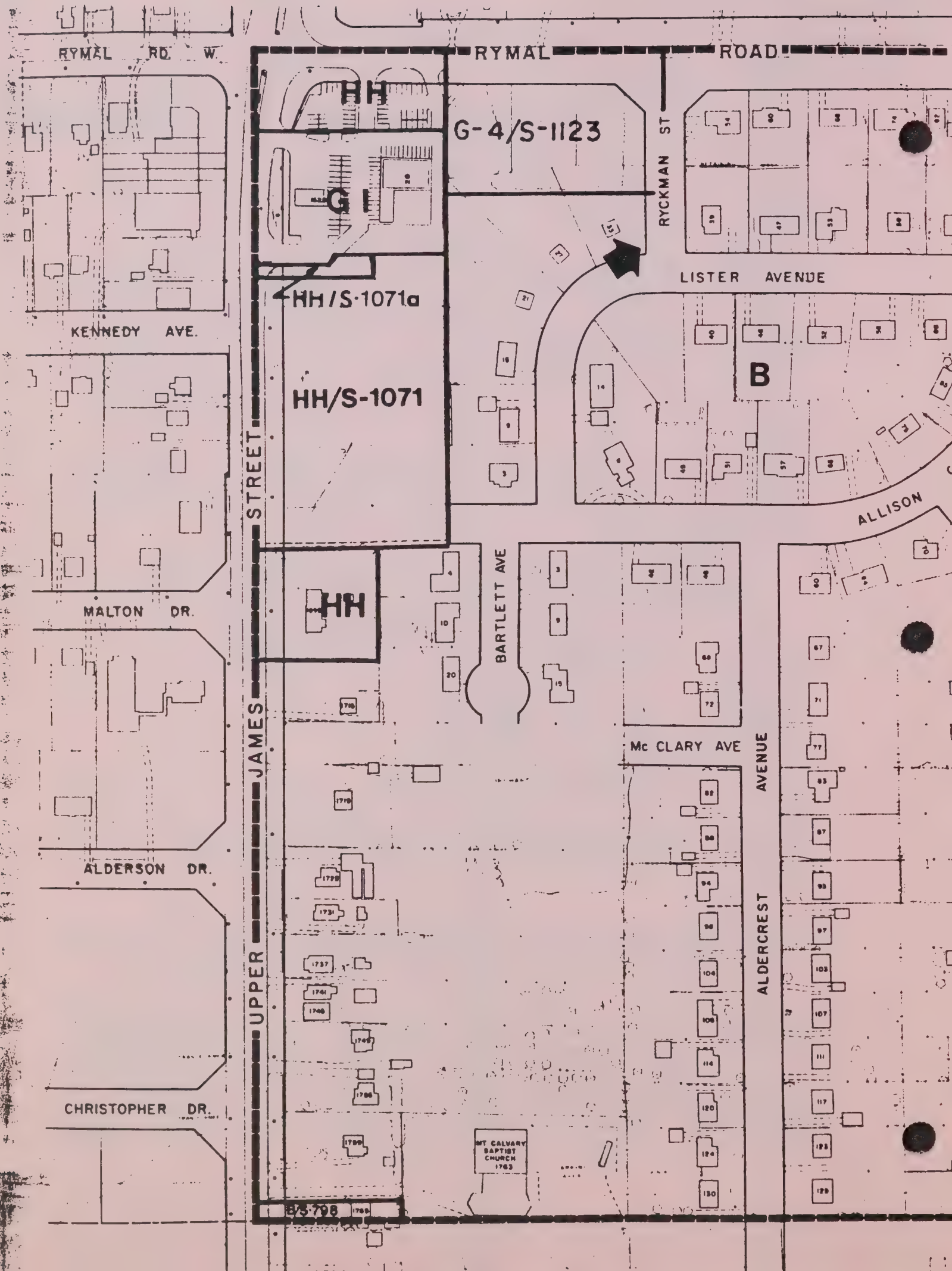
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Fran Jervis, No. 52 Lister Avenue, that stop control be implemented at the intersection of Lister and Ryckman.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection in the past seven years. Thus, there is no compelling reason to erect a stop sign. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department concurs with the request for stop control such that southbound traffic on Ryckman would be required to stop for eastbound and westbound traffic on Lister.


RYMAL RD. W.
RYMAL ROAD
HH
G-4/S-1123
GI
RYCKMAN ST
LISTER AVENUE
HH/S-1071a
KENNEDY AVE.
B
HH/S-1071
STREET
ALLISON
HH
MALTON DR.
BARTLETT AVE
JAMES
Mc CLARY AVE
AVENUE
ALDERSON DR.
ALDERCREST
UPPER
CHRISTOPHER DR.
MT CALVARY BAPTIST CHURCH 1963
B/S-798

2(D)(a)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 March 06

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
MAR 27 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of Wright Avenue and Clyde Street/Wright Avenue and Leeming Street - Intersection Control. **(TEC-44-92)**

RECOMMENDATION:

a) That northbound traffic on Clyde Street be required to stop for eastbound and westbound traffic on Wright Avenue; and

b) That eastbound traffic on Wright Avenue be required to stop for northbound and southbound traffic on Leeming Street; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

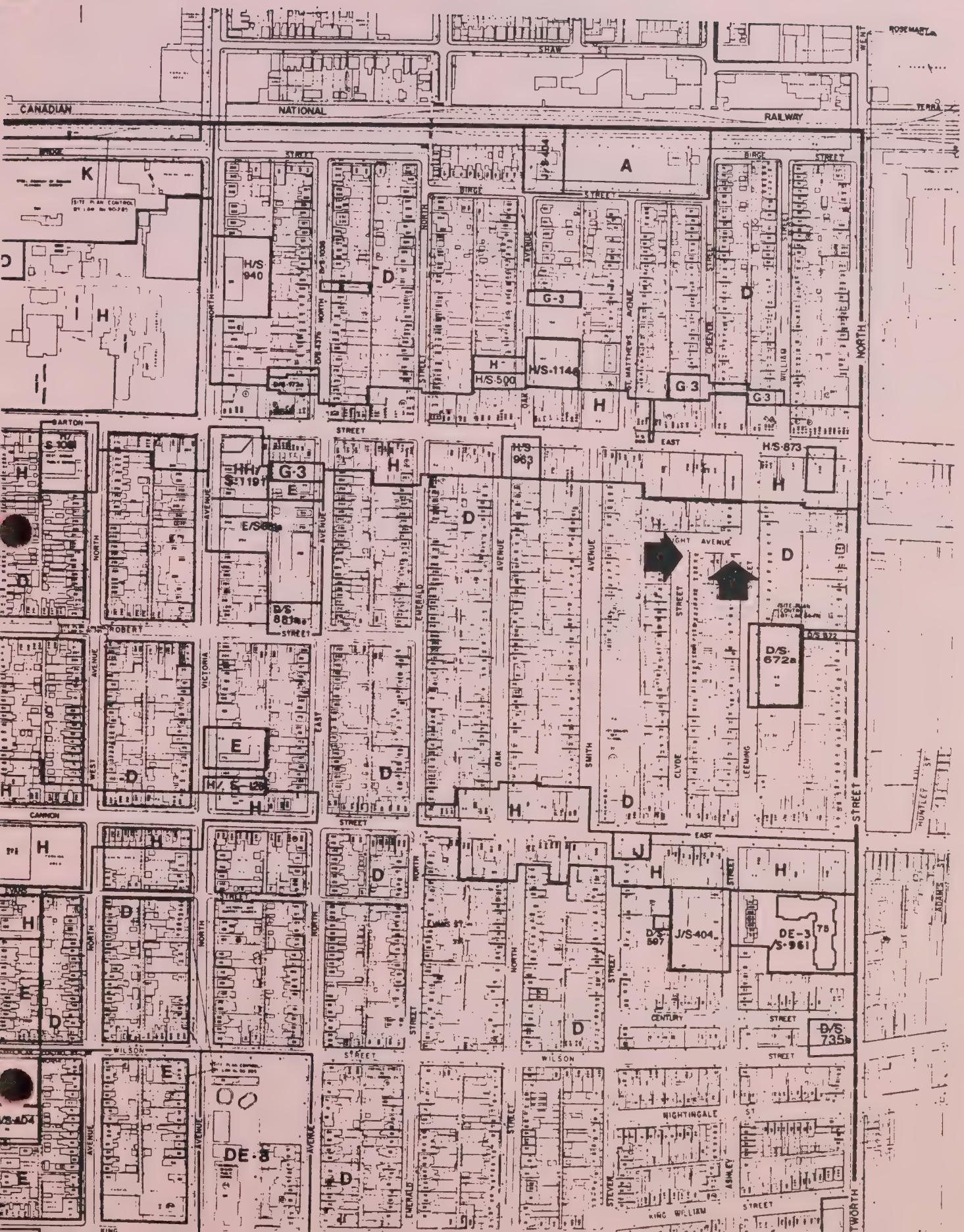
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Strange, 56 Clyde Street, that stop control be implemented at the intersections of Wright Avenue and Clyde Street and Wright Avenue and Leeming Street.

The subject intersections are "T" type intersections, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at the intersection of Wright and Leeming in the past seven years and the intersection of Clyde and Wright has only experienced one collision during the same time period. These are good collision records for this type of intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department concurs with the request for stop control such that traffic on the stem of these "T" type intersections be required to stop.


CANADIAN
NATIONAL
RAILWAY
SHAW ST
ROSEMARY
TERRA
BIRGE
STREET
A
K
H
D
H/S 940
G-3
H/S-1146
H/S-500
H
G-3
G-3
H/S-873
H/S 963
HH/S 1191
E
E/S 88
D/S 881
D/S 672a
D/S 872
E
H/S-128
J
H
J/S-404
DE-3
S-961
D/S 735b
DE-8
BARTON
ROBERT
CANNON
WILSON
CENTURY
NIGHTINGALE
KING WILLIAM
NORTH
EAST
WEST
AVENUE
VICTORIA
EMERALD
OAK
SMITH
CLYDE
LEEMING
STEVEN
ASHLEY
WORTH
HUNTLEY ST
ADAMS

2(D)(b)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 March 06

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
MAR 27 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 93 Clinton Avenue - Request for a reserved "Permit Parking" space for a handicapped resident. **(TEC-45-92)**

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Clinton Avenue commencing at a point 310 feet west of Lottridge Street and extending to a point 23 feet westerly therefrom; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Janette Ducharme, No. 93 Clinton Avenue; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs, However, the $12.00 charge for the parking permit will off-set the cost to some degree.

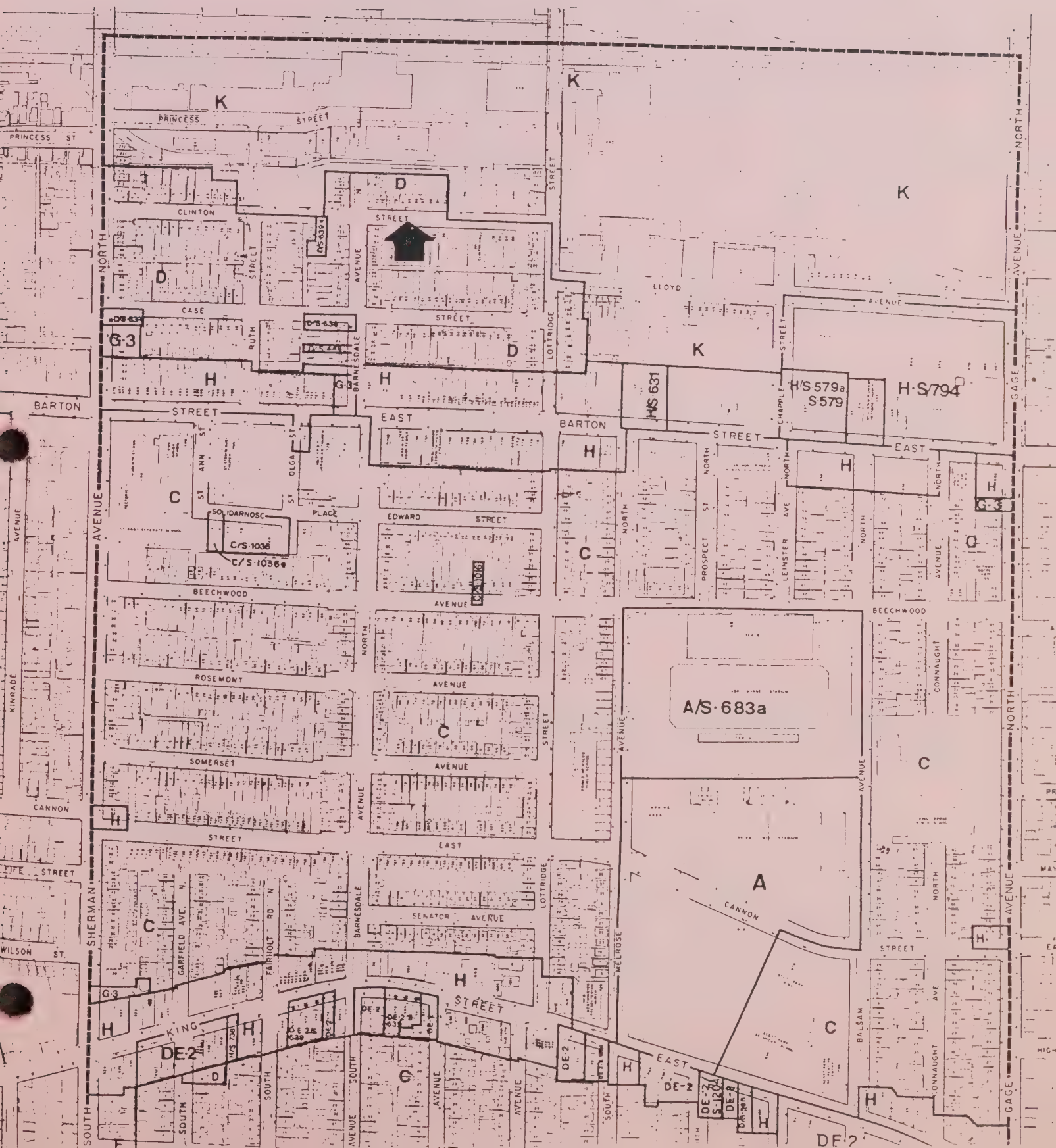
BACKGROUND:

The Traffic Department has received a request from Janette Ducharme, No. 93 Clinton Avenue, that a reserved "Permit Parking" space be designated on the street in front of her home since she is handicapped.

Clinton has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of handicapped residents homes. This policy requires, in part, that the applicant possess a valid handicapped permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Janette Ducharme possesses a valid permit. An investigation has revealed that there is no suitable alterative parking area available on the private property.

The applicant has advised that a reserved space on the south side of the street would not be required. The implementation of the requested regulation would reserve one legal on-street parking space directly in front of the applicant's home when parking is permitted on that side of the street, and loading and unloading can occur on this side at other times. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents, and concurs with the request.


PRINCESS STREET
PRINCESS ST
CLINTON STREET
CASE STREET
RUTH
BARNESDALE AVENUE
LOTTRIDGE STREET
LLOYD AVENUE
NORTH GAGE AVENUE
BARTON STREET EAST
CHAPPLE
H/S 631
H/S 579a
S 579
H·S/794
ANN ST
OLGA ST
PLACE
SOLIDARNOSC
C/S·1036
C/S·1036a
EDWARD STREET
BEECHWOOD AVENUE
NORTH
PROSPECT ST
LEINSTER AVE
ROSEMONT AVENUE
SOMERSET AVENUE
CANNON STREET EAST
A/S·683a
CONNAUGHT
SHERMAN AVENUE
GARFIELD AVE. N
FAIRHOLT RD N
SENATOR AVENUE
MELROSE AVENUE
BALSAM AVE
KINRADE AVENUE
WILSON ST.
KING STREET
SOUTH AVENUE
DE-2
S-1204
DE-8

2(D)(b)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 March 06

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
MAR 27 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Peter Street between Pearl Street North and Ray Street North - Parking Regulations. **(TEC-43-92)**

RECOMMENDATION:

a) That a "Three Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on the north side of Peter Street between Pearl Street North and Ray Street North; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

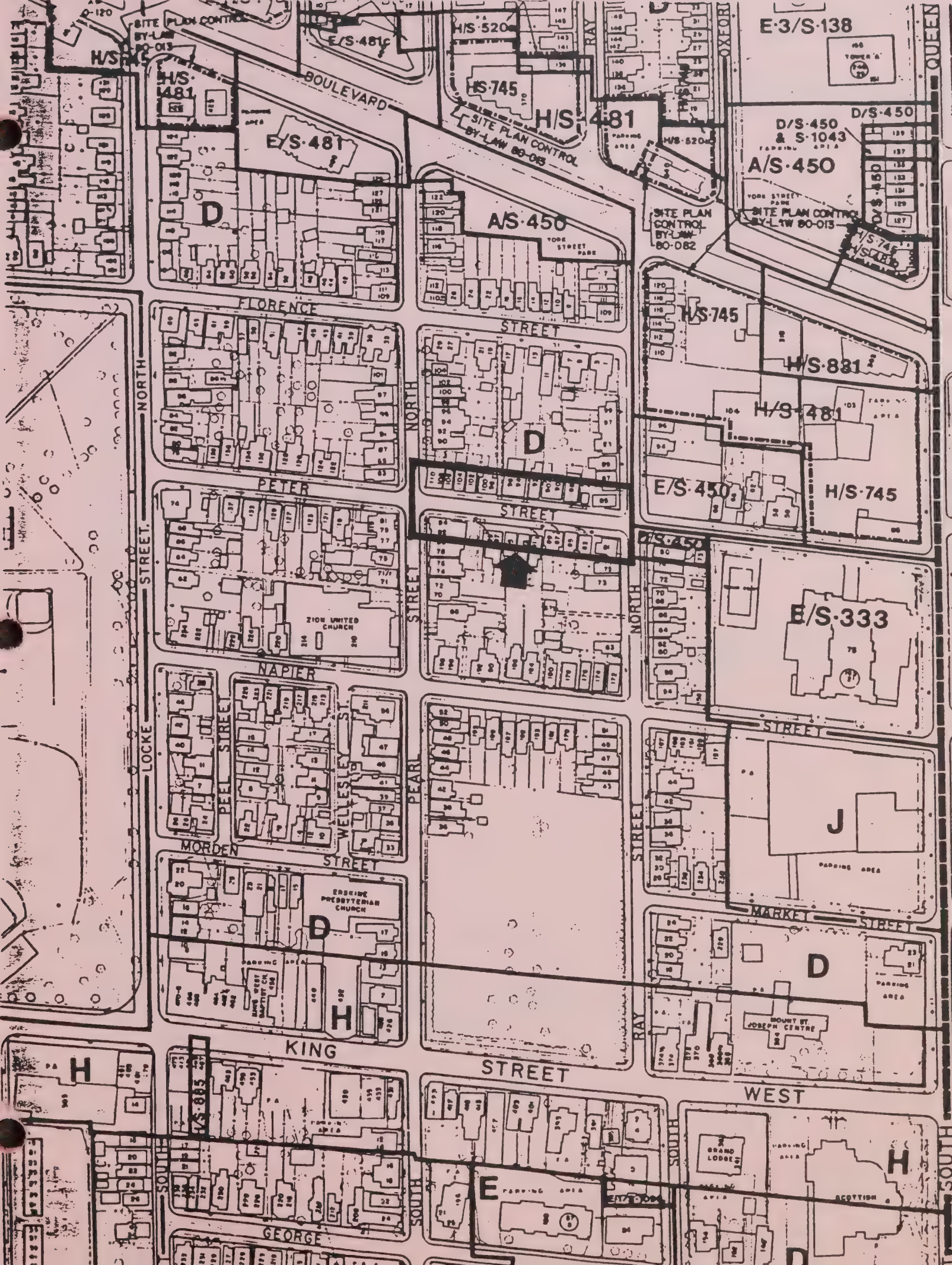
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $2.00 per month fee for each time limit exemption permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 18 of the 25, one, two and three family dwellings abutting Peter between Pearl and Ray, requesting that a "Three Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on the north side of the street. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees in the downtown area and visitors to the apartments on Queen.

Peter has a 22 foot pavement width, and presently, parking is prohibited on the south side and is unrestricted on the north side of the street. The implementation of the requested regulation would eliminate long-term non resident parking and area residents would be eligible to purchase permits to exempt their vehicles from the signed parking time limit. Therefore, since 72 percent of the abutting residents are in favour of the proposed regulation, the Traffic Department concurs with this request.


BOULEVARD
SITE PLAN CONTROL BY-LAW 80-013
H/S-520
E/S-481C
H/S-745
H/S-481
E/S-481
D
A/S-450
YORK STREET PARK
SITE PLAN CONTROL BY-LAW 80-082
E-3/S-138
D/S-450 & S-1043
D/S-450
A/S-450
H/S-831
E/S-450
E/S-333
FLORENCE
STREET
NORTH
PETER
ZION UNITED CHURCH
NAPIER
PEEL STREET
WELLES
PEARL
MORDEN
ERSKINE PRESBYTERIAN CHURCH
LOCKE
J
MARKET
MOUNT ST. JOSEPH CENTRE
RAY
OXFORD
QUEEN
KING
WEST
H/S-885
SOUTH
GRAND LODGE
SCOTTISH
GEORGE
H

2(D)(b)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 March 05

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

RECEIVED
MAR 27 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West side of Emerald Street North between Shaw Street and the south end - Parking Regulations. [TEC-42-92]

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the west side of Emerald Street North commencing at Shaw Street and extending to a point 99 feet southerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

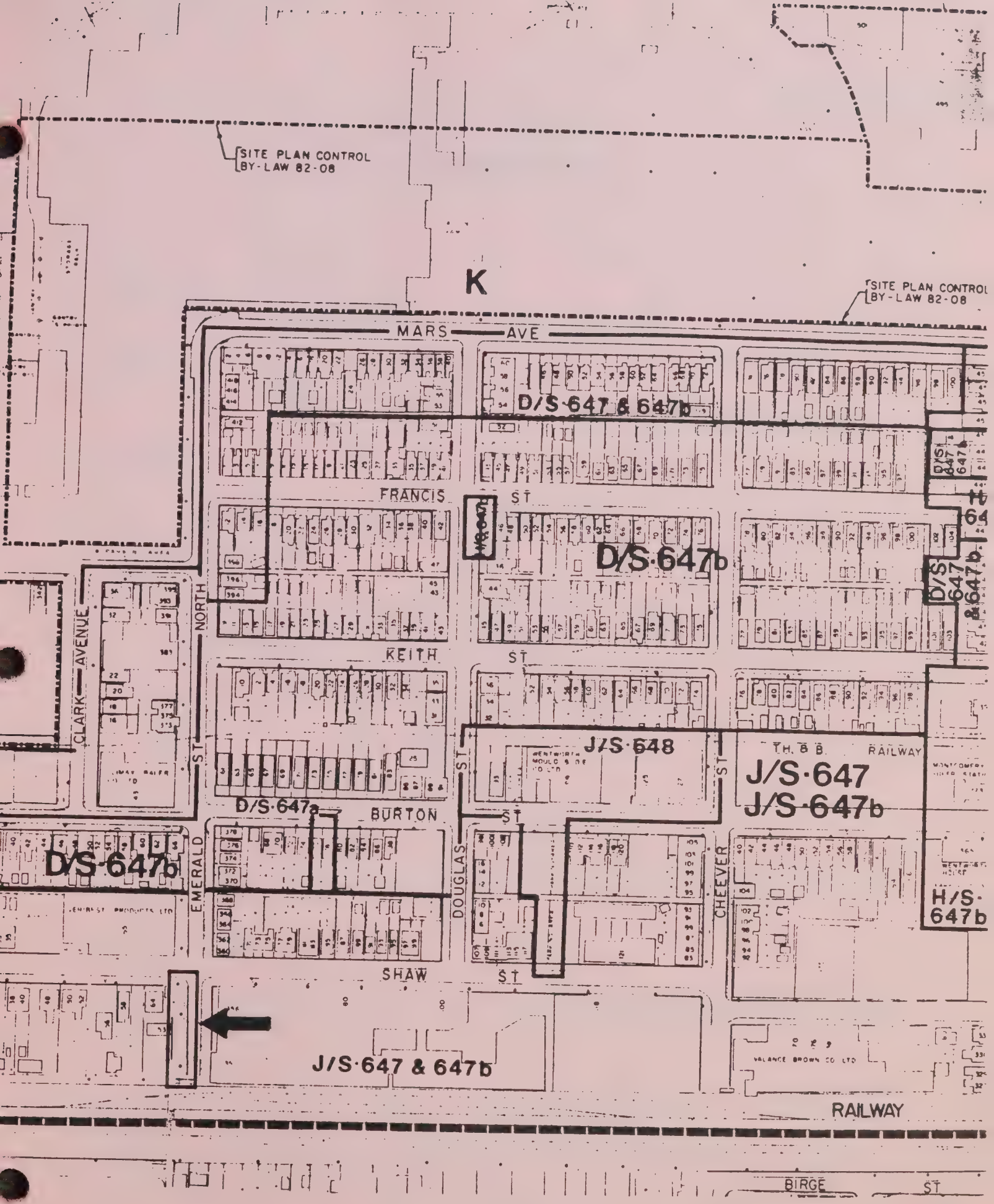
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Bernie Morelli has advised of a request from Mr. Alfred St. Aubin, 353 Emerald Street North, that a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the west side of Emerald between Shaw and the south end. Mr. St. Aubin has also sent a letter to the Traffic Department which was signed by the only other abutting resident in this block and both of these residents are in favour of the requested regulation.

Emerald has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. The residents have expressed concern regarding long-term non-resident parking by employees of Allan Candy Company. The implementation of the proposed regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24.00 (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit. Therefore, since 100 % of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request for a "One Hour Parking Time Limit" regulation. However, since the two abutting residents have at least one available off-street parking space, the Traffic Department recommends that the time limit regulation be implemented adjacent to the two residential properties only. This would leave two unrestricted free parking spaces for longer term parkers adjacent to a private parking lot.


SITE PLAN CONTROL
BY-LAW 82-08
K
SITE PLAN CONTROL
BY-LAW 82-08
MARS AVE
D/S-647 & 647b
FRANCIS ST
D/S-647b
KEITH ST
CLARK AVENUE
NORTH ST
J/S-648
T.H. & B. RAILWAY
J/S-647
J/S-647b
D/S-647a
BURTON ST
D/S-647b
EMERALD ST
DOUGLAS ST
CHEEVER ST
H/S-647b
SHAW ST
J/S-647 & 647b
RAILWAY
BIRGE ST

2(D)(b)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 March 02

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
MAR 27 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 59 Magill Street - Parking Regulations. **(TEC-40-92)**

RECOMMENDATION:

a) That the existing "No Parking" regulation on the west side of Magill Street commencing at a point 372 feet south of Barton Street West and extending to a point 20 feet southerly therefrom be rescinded; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

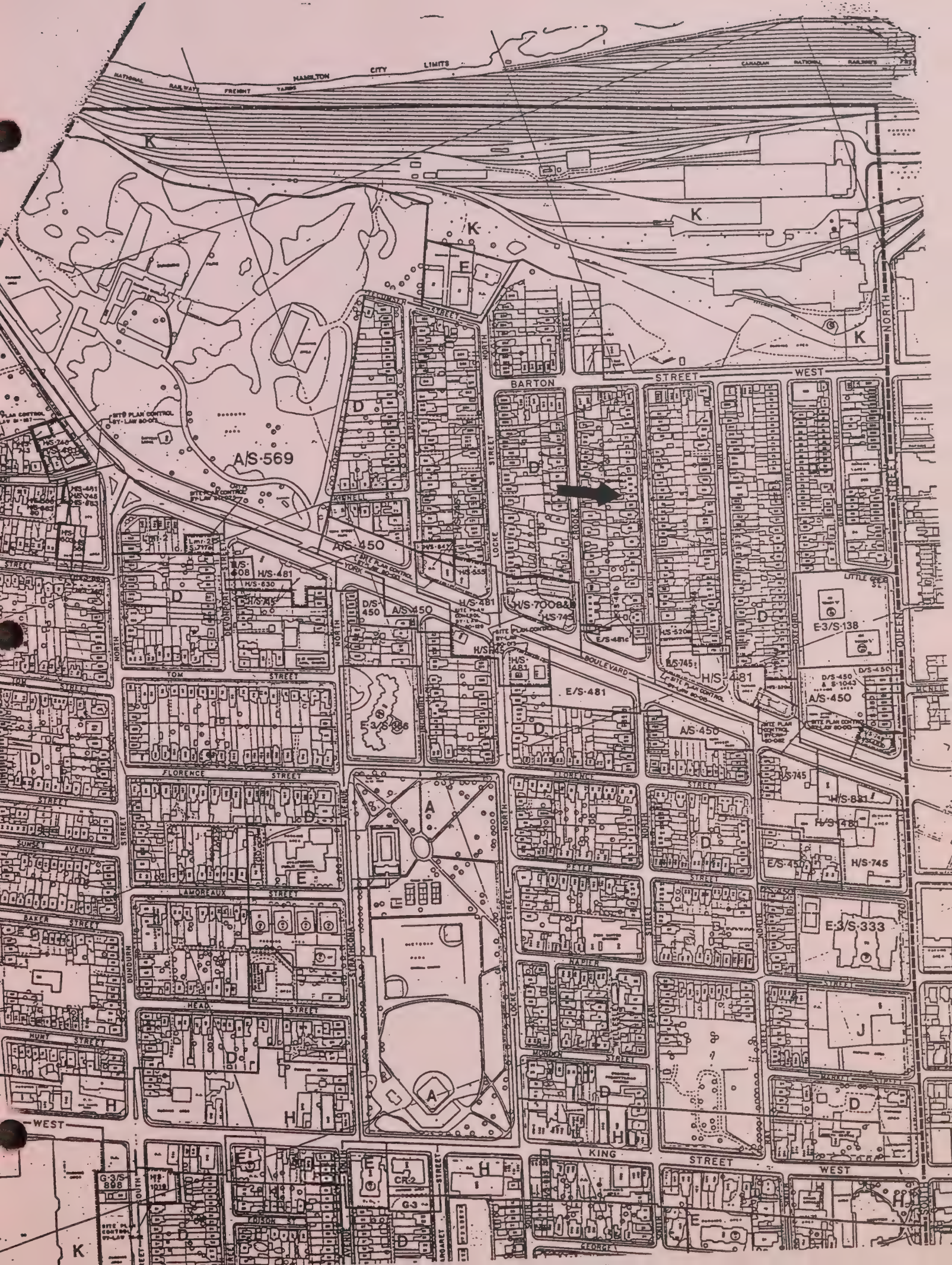
Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of removing the existing signs.

BACKGROUND:

The Traffic Department has received concerns from two residents on Magill regarding the existing "No Parking" regulation designated on the west side of the street in front of No. 59 Magill.

Presently, parking is prohibited on the east side and is unrestricted on the west side except for a 20 foot section of "No Parking" in front of No. 59 Magill Street. This "No Parking" regulation was approved by City Council on 1989 September 26, in order to provide a loading and unloading area for Darts vehicles or other family members who transport a handicapped resident who lived at No. 59 Magill.

The Traffic Department has contacted Mrs. Scime, No. 59 Magill Street, and she has stated that her son no longer resides at this address. While she would prefer to retain the loading zone for the periodic visits by her son, she has reluctantly agreed to its removal to restore one on-street parking space. Therefore, the Traffic Department concurs with the request to remove the loading zone.


NATIONAL RAILWAY FREIGHT YARDS
HAMILTON CITY LIMITS
CANADIAN NATIONAL RAILWAYS
K
E
D
A/S-569
A/S-450
H/S-481
H/S-830
H/S-745
D/S-450
H/S-7008
E/S-481
E-3/S-138
E-3/S-186
E-3/S-333
H/S-831
BARTON STREET WEST
KING STREET WEST
QUEEN STREET NORTH
LOCKE STREET NORTH
STRATHCONA AVENUE
DUNDURN STREET SOUTH
BOULEVARD
TOM STREET
FLORENCE STREET
SUNSET AVENUE
LAMOREAUX STREET
BAKER STREET
HEAD STREET
HUNT STREET
PETER STREET
NAPIER STREET
MARKET STREET
EDISON ST
GEORGE
LINDAREE STREET
CROOKS STREET
NORTH STREET
LITTLE GEER ST
A
H
J
G-3/S-898
CR-2
G3

2(D)(b)(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 February 27

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
MAR 27 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Hart Place - Parking Regulations. **(TEC-39-92)**

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Hart Place commencing at Crawford Drive and extending to the westerly end of Hart Place; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

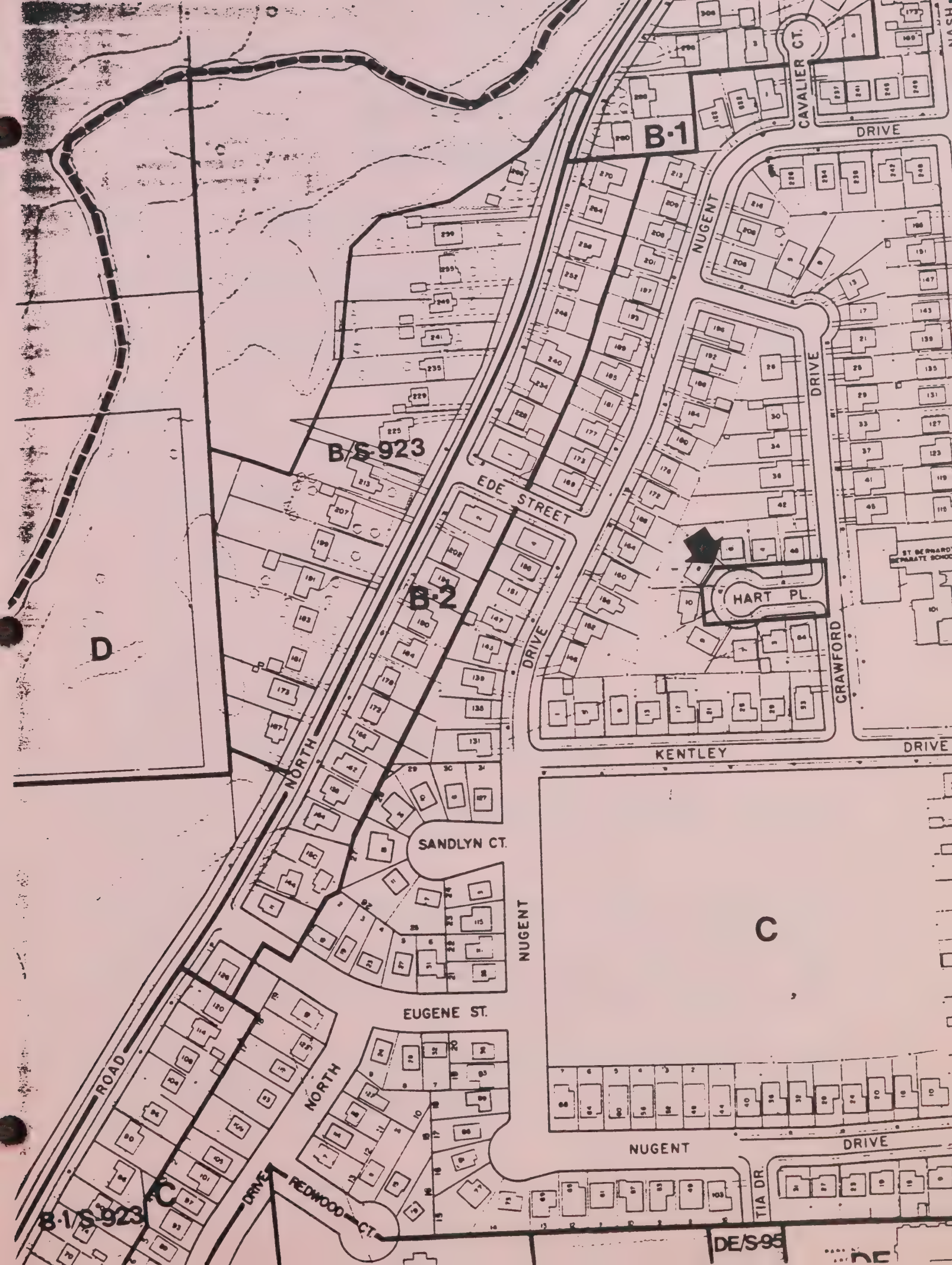
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of all of the nine, one, two and three family dwellings abutting Hart between Crawford and the westerly end of Hart, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street. The resident who circulated the petition has expressed concern that long-term non-resident parking by students attending the Adult Learning Centre during the day at St. Bernard's Separate School interferes with traffic flow and driveway movements.

Hart has a 22 foot pavement width, and presently, parking is unrestricted on the street. The implementation of the requested regulation would eliminate long-term non-resident parking and area residents would be eligible to purchase permits at a cost of $24.00 per permit each year to exempt their vehicles from the signed parking time limit. Therefore, since all of the abutting residents are in favour of the proposed regulation, the Traffic Department concurs with this request.


B-1
CAVALIER CT.
DRIVE
NUGENT
DRIVE
B/S-923
EDE STREET
B-2
DRIVE
HART PL.
CRAWFORD
KENTLEY
DRIVE
D
NORTH
SANDLYN CT.
NUGENT
C
EUGENE ST.
ROAD
NORTH
NUGENT
DRIVE
TIA DR.
B-1/S-923
C
DRIVE
REDWOOD CT.
DE/S-95

2(D)(b)(vi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 February 20

RECEIVED

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

MAR 27 1992

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

CITY CLERKS

SUBJECT:

Mary Street between Cannon and Robert Streets - Parking Regulations [TEC-35-92]

RECOMMENDATION:

a) That unrestricted parking be allowed on both sides of Mary Street between Cannon and Robert Streets in place of the existing "Alternate Side Parking" regulation; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1992 Traffic Department operating budget estimates to cover the cost of removing the "Alternate Side Parking" signs in this block.

BACKGROUND:

Following a recent meeting with His Worship Mayor Robert M. Morrow, Mr. Ernie Munroe, 171 Mary Street, forwarded to the Traffic Department, a petition containing 30 signatures representing 25 of the 41 abutting residential properties, requesting that parking be allowed on both sides of Mary in the block between Cannon and Robert. Mary Street has a 30-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this block.

The Traffic Department supports the principle of prohibiting parking on one side of narrow streets such as this in order to facilitate the movement of traffic and driveway movements. However, since Mary Street is operated one-way in this area and carries a very low volume of traffic, the Traffic Department concurs with the request by 61% of the abutting residents.


MURRAY STREET EAST
BARTON STREET EAST
ROBERT STREET
CANNON STREET EAST
WILSON STREET
REBECCA STREET
KING WILLIAM STREET
KING STREET EAST
MAIN STREET EAST
JAMES STREET NORTH
WELLINGTON STREET NORTH
HUGHSON STREET
JOHN STREET
CATHARINE STREET
MARY STREET
ELGIN STREET
FERGUSON AVENUE NORTH
WALNUT ST. S.
JARVIS STREET
BOWEN ST.
H/S-378
G-3
L-mr-2
J/S-378
J/S-378c
J/S-378b
E-3/S-332
H/S-472
JJ/S-378
H/S-640a
A/S-657b
J/S-125
E-3/S-334
H/S-473
E-3/S-189
E-3
CR-3
I/S-473
CR-3/S-473
SITE PLAN CONTROL BY-LAW 79-279
SITE PLAN CONTROL BY-LAW 84-76

2(b)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 March 02

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

RECEIVED
MAR 27 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Bayfront/Nash Route - Rerouting and New Bus Stops. **(TEC-300-91)**

RECOMMENDATION:

a) That in accordance with the request by the Hamilton Street Railway Company:

i) the following new bus route be approved:

Route 4 Bayfront/Nash

Inbound and Outbound - Depew Street from Beach Road to Industrial Drive.

ii) the following new bus stops be approved:

Route 4 Bayfront/Nash

Inbound - Depew Street, west side, 86 feet south of the south curb line of Industrial Drive (F/S),

Inbound - Depew Street, west side, 30 feet north of the north curb line of Burlington Street East (N/S),

Outbound - Depew Street, east side, 36 feet south of the south curb line of Burlington Street East (N/S),

Inbound - Depew Street, west side, 119 feet north of the north curb line of Gertrude Street (N/S),

Outbound - Depew Street, east side, 141 feet south of the south curb line of Gertrude Street (N/S),

Inbound - Depew Street, west side, 19 feet north of the north curb line of Beach Road (N/S); and

b) That the City Traffic By-law 89-72 be amended accordingly.

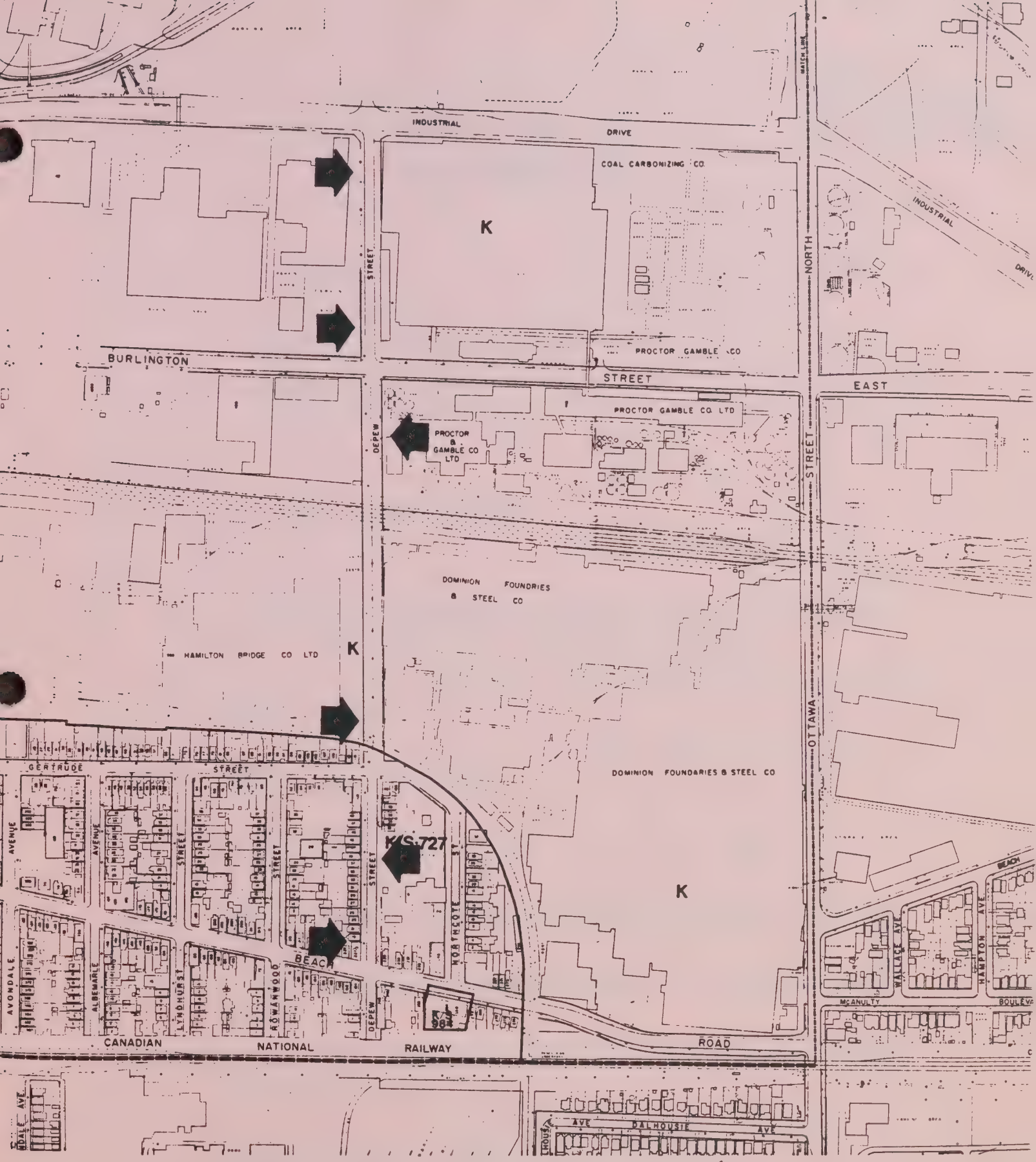
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Traffic Department has received a request from the Hamilton Street Railway Company for permission to operate buses and to establish several new bus stops on Depew Street.

The proposed bus route and bus stop locations are satisfactory from a traffic point of view. Five of the proposed bus stops are located in existing "No Parking" or "No Stopping" areas such that they will not result in any loss of on-street parking, but one of the proposed bus stop locations will result in the loss of approximately five on-street parking spaces on Depew. These five parking spaces are located along the flankage of a commercial property. Staff have contacted a representative of the company at this location and she has stated that she has no objection to this proposal. Casual observations indicate that the street is generally not heavily parked. Therefore, the Traffic Department concurs with these requests.


INDUSTRIAL
DRIVE
COAL CARBONIZING CO.
K
STREET
NORTH
INDUSTRIAL
DRIVE
PROCTOR GAMBLE CO
BURLINGTON
STREET
EAST
PROCTOR GAMBLE CO. LTD
DEPEW
PROCTOR & GAMBLE CO LTD
STREET
DOMINION FOUNDRIES & STEEL CO
HAMILTON BRIDGE CO LTD
K
OTTAWA
GERTRUDE
STREET
DOMINION FOUNDARIES & STEEL CO
K/S.727
K
AVENUE
AVENUE
STREET
STREET
STREET
NORTHCOTE ST
BEACH
AVONDALE
ALBEMARLE
LYNDHURST
ROWANWOOD
DEPEW
WALLACE AVE
HAMPTON AVE
McANULTY
BOULEVA
CANADIAN
NATIONAL
RAILWAY
ROAD
AVE
DALHOUSIE
AVE
CROUSE

81 | 80 | 79

2(D)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 March 25

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P.Eng.
Director of Traffic Services

SUBJECT:

Main Street West Reconstruction (TEC-48-92)

RECOMMENDATIONS:

a) That the implementation of the following measures, on a temporary basis during the period of reconstruction of Main Street West, be authorized:

i) install a temporary traffic signal at the intersection of King Street West and Haddon Avenue;

ii) permit two lanes to turn from northbound to eastbound from Haddon Avenue to King Street West;

iii) prohibit northbound to westbound movements from Haddon Avenue to King Street West;

iv) prohibit northbound to northbound movements from Haddon Avenue to Haddon Avenue;

v) prohibit southbound to eastbound movements from Haddon Avenue to King Street West;

vi) prohibit eastbound to northbound movements from King Street West to Haddon Avenue; and

vii) permit westbound to southbound movements from the second lane from the north curb on King Street at Dalewood Avenue;

viii) permit eastbound to southbound movements from in two lanes King Street West to Paradise Road South; and

ix) request the Chief of Police to amend the "No Parking" and "No Stopping" signs as required to maintain the orderly flow of traffic.

b) That an appropriate by-law be prepared to amend By-law 89-72.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The temporary traffic signal and signing changes would be funded from the Roads Department's Main Street West Reconstruction Account.

BACKGROUND:

The Roads Department is reconstructing Main Street West from Gary Avenue to Highway 403 in 1992. This project is expected to have a significant impact on the City streets in the Westdale neighbourhood which are addressed in this report.

Main Street West will be operated as a 2 lane roadway (i.e., one lane in each direction) from mid-May to mid-October. Use of King Street West will be encouraged as it is an acceptable alternate route to Main Street West. In addition, King Street West will be the posted detour route for traffic that would normally use the Main Street West off-ramp from Highway 403 (this ramp will be closed during the construction).

The alternative routes available to motorists are as follows:

Westbound - Remain on King Street after crossing Highway 403, turn left on to Dalewood Avenue and turn right on to Main Street West.

Eastbound - From Main Street West, turn left on to Haddon Avenue, turn right on to King Street, turn right on to Paradise Road, then return to Main Street West.

Staff also anticipates that a significant amount of traffic travelling northbound on Longwood Road will continue past Main Street West to King Street West in order to avoid the congestion that will occur with construction.

The traffic control measures that the Traffic Department is undertaking to address the changes in the traffic patterns are addressed below.

Parking Regulations

In order to maintain the orderly flow of traffic along these alternate routes the following parking regulations will be put in effect:

King Street West	"No Stopping" (tow away zone) from 7:00 am to 9:00 am and 3:00 pm to 6:00 pm, Monday to Saturday on the south side, from Haddon to Paradise;
	"No Stopping" (tow away zone) from 7:00 am to 6:00 pm, Monday to Saturday on the north side, from Dalewood to Paradise;
Dalewood Avenue	"No Stopping" (tow away zone) from 7:00 am to 6:00 pm, Monday to Saturday on both sides, from King Street West to Main Street West;
Longwood Road	"No Stopping" (tow away zone) from 7:00 am to 6:00 pm, on both sides, from Main Street West to King Street West;
Haddon Avenue	No changes are proposed for the parking regulations on Haddon Avenue. However, if the temporary traffic signal is required at the intersection of King Street West and Haddon Avenue then Haddon Avenue would be posted as "No Stopping" (tow away zone) from 7:00 am to 9:00 am and 3:00 pm to 6:00 pm, Monday to Saturday on both sides, from King Street West to Main Street West.

It is recommended that the changes to the parking regulations be implemented by the Chief of Police.

Lane Use Designation

Since the majority of traffic on King Street will be diverted Main Street traffic, a significant increase in the number of left turning vehicles from King Street West to Dalewood Avenue is expected. In order to handle the expected volume of left turns it is recommended that the second lane from the north curb on King Street be changed from a "straight through" lane to a "left and through" lane. Two lanes will then be available for left turning traffic at this location.

In addition, the directional island at the intersection of King Street West and Paradise Road will be modified for construction to allow two lanes to turn from westbound King Street to southbound Paradise Road. A by-law is required to legally permit this movement.

It may be necessary to implement a dual left turn from Main Street West to Haddon Avenue and a dual right turn from Haddon Avenue to King Street West. These regulations are discussed in the "Temporary Signal" section below.

Temporary Traffic Signal at King and Haddon

It is staff's objective to minimize the amount of through traffic on Haddon Avenue, since it is essentially a residential street. However, in the event that congestion on Main Street West at the west end of the project becomes extreme, it is the Region's intention to allow two lanes to turn left from Main Street West to Haddon Avenue (eastbound to northbound). In order to accommodate the increased volume of traffic on Haddon Avenue it is recommended that the following actions be taken:

i) install a temporary traffic signal at the intersection of King Street West and Haddon Avenue;

ii) permit two lanes to turn northbound to eastbound (right) from Haddon Avenue to King Street West;

iii) prohibit northbound to westbound (left turns) movements from Haddon Avenue to King Street West;

iv) prohibit northbound to northbound (straight through) movements from Haddon Avenue to King Street West;

v) prohibit southbound to eastbound (left turn) movements from Haddon Avenue to King Street West;

vi) prohibit eastbound to northbound (left turn) movements from King Street West to Haddon Avenue.

If the signal is installed at this location then it will also be necessary to install a traffic barrier in the middle of King Street West. The barrier will prohibit several movements (as listed above), but it is necessary to allow two lanes to turn right from Haddon Avenue to King Street West and to maintain an acceptable level of service. The west leg of the intersection will have a narrow opening in the barrier to permit pedestrian crossings.

The decision as to what constitutes "undue congestion" will rest with the Commissioner of Transportation and Environmental Services. Moreover, if undue congestion occurs then it will be imperative that action be taken to alleviate the congestion as quickly as possible. Therefore, it is recommended that the above by-laws be approved, but implemented only if necessary.

The above recommendations, in conjunction with some alterations to the signal timings on Main Street West and King Street West will minimize the congestion caused by the reconstruction.

2(E)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 March 27
T103-14 L.Ryan

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

RECEIVED
MAR 27 1992
CITY CLERKS

FROM: E. M. Gill, P. Eng.
Senior Director

SUBJECT: Annual Overload Permit
L.P. Services

RECOMMENDATION:

a) That in accordance with By-Law 89-72, that L.P. Services be given an Annual Overload Permit for the year 1992 for one (1) tractor trailer to travel upon Depew Street, Birge Street, Burland Crescent, Industrial Drive, Burlington Street, Wellington Street, Victoria Avenue and Parkdale Avenue, Hamilton; and,

b) That 17% of the carrying fee of $833.00 or $142.00 be credited to City Account No.25827011 (Overload Permit Fees) and that 83% or $691.00 be credited to Regional Account No. 46025-301502.

Ted Gill
E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

One (1) vehicle carrying six (6) tonnes overload at the 1992 $131.00 overload charge per tonne results in a carrying fee of $833.00. An Administrative charge of $47.00 is included in this fee. Of this total, 17% or $142.00 relates to City streets and 83% or $691.00 relates to Regional Roads.

Cont'd .....

Annual Overload Permit
L.P. Services

Cont'd .....

BACKGROUND:

We have received a request from L.P. Services for an Annual Overload Permit for one (1) tractor trailer unit to haul steel coils from Stelco along Depew Street, Industrial Drive, Burlington Street, Wellington Street, Birge Street, Victoria Avenue, Parkdale Avenue and Burland Crescent. A maximum of twelve (12) overload trips per day will be made.

We have reviewed the vehicle and in accordance with By-Law R89-72 and the related current regulations of the Highway Traffic Act, find that the overload and the related permit fee is as follows:

One (1) vehicle - six (6) tonnes overload at $131.00 per tonne plus a $47.00 administrative charge = $833.00

LR:ja

cc: R. Pietroniro, Regional Finance
cc: R. Hayes, City Treasury

2(EXii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: March 27, 1992
S610-03/E220-1305 L. MacNeil

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

RECEIVED
MAR 27 1992
CITY CLERKS

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION:

a) That the following City lands be incorporated into the street as noted in Schedule 'A':

Goulding Avenue	Reserve "E",	Registered Plan No. 1308
Kelly Street	Part 9,	Plan 62R-12040
Elgin Street	Part 4,	Plan 62R-12040
Acadia Drive	Parts 18 & 19,	Plan 62R-10529

b) That the By-Law attached to this report to carry out the incorporation of the said lands into the foregoing street be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd ....

Cont'd ....

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated below.

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Goulding Avenue	Reserve "E", R.P. 1308	N/A	To provide for the final width of Goulding Avenue in that area & access from Malabar Court R.P. Plan No. 1381 to Goulding Avenue R.P. Plan No. 1308	E220-1305
Kelly Street	Part of Lots 4&5 and alley, R.P. 255, designated as Part 9, Plan 62R-12040	N/A	To provide a turn around area for vehicles east of Mary Street	S610-03
Elgin Street	Part of Lots 39&40, R.P. No. 255, designated as Part 4, Plan 62R-12040	N/A	To provide a turn around area for vehicles on Elgin Street, south of Cannon Street	S610-03

Cont'd ....

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Acadia Drive	Parts of Lot 9, Con. 8 (Barton Township), designated as Parts 18 and 19, Plan 62R-10529.	N/A	To provide necessary from Parts 1-4 (both incl.), Plan 62R-11745 to Acadia Drive, as established by By-Law No. 90-262.	S610-03

/ljm
Encl.

cc: Mr. J. J. Schatz, City Clerk
Att: D. Geroux (encl.)
cc: Mr. F. Angelici, Planning Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PART 4, PLAN 62R-12040 INTO ELGIN STREET

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Elgin Street by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Elgin Street.

Part of Lots 39 and 40, Registered Plan No. 255, designated as Part 4, on Plan 62R-12040.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PART 9, PLAN 62R-12040 INTO KELLY STREET

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Kelly Street by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Kelly Street.

Part of Lots 4 and 5 and Alley, Registered Plan No. 255, designated as Part 9 on Plan 62R-12040.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE RESERVE "E", REGISTERED PLAN NO. 1308 INTO GOULDING AVENUE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Goulding Avenue by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Goulding Avenue.

All of Reserve "E", Registered Plan No. 1308

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PARTS 18 AND 19, PLAN 62R-10529 INTO ACADIA DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Acadia Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Acadia Drive.

Parts of Lot 9, Concession 8, in the geographic Township of Barton, designated as Parts 18 and 19, Plan 62R-10529.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

2(E)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: February 20, 1992

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

RECEIVED
MAR 27 1992
CITY CLERKS

SUBJECT:

Return of lands acquired in a land severance to the former owner.

RECOMMENDATION:

a) That approval be given to transfer Parts 3 and 4 on Plan 62R-10628 located in front of #116 and #112 Chesley Street, Hamilton to the former owner for $1.00, as these lands conveyed to the City for road widening purposes through severance, are no longer required.

b) That the Director of Property be authorized and directed to prepare the necessary Offer(s) of Purchase and Sale.

c) That the City Solicitor be authorized and directed to prepare the deed or deeds conveying the aforementioned parts from the City to the owner(s) of Parts 1 and 2 on Plan 62R-10628.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Costs for the preparation of the deed or deeds will be borne by the City of Hamilton Law Department.

Cont'd .....

Cont'd ....

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

In 1989, Chesley Street was proposed to terminate in a cul-de-sac north of Chester Avenue. Additional lands were required to provide for a 50.0' radius, and as a condition of severance, the abutting owner conveyed Parts 3 and 4 to the City of Hamilton to be incorporated into Chesley Street.

Before these lands were incorporated, the Official Plan was changed to extend Chesley Street further north and this was approved by Council on September 25, 1990. As a result, Parts 3 and 4 are no longer required for road purposes and the former owner has requested by letter that they be conveyed back to him. Staff agree with this request.

HMS.
HMS:ljm

cc: Mr. J. J. Schatz, City Clerk
Att: D. Geroux (encl.)

2(E)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 March 26
S715-27 M. J. Inrig

RECEIVED
MAR 27 1992
CITY CLERKS

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: 1992 Servicing Expenditures Related to Subdivisions

RECOMMENDATION:

a) That the submitted schedule of works be adopted for inclusion in the Subdivision Agreements with the Owner for the estimated cost of services in:

"ORCHARD PARK ESTATES ADDITION", Hamilton

City's Share - $4,175, Subdivider's Share - $35,083

b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owner of "Orchard Park Estates Addition" subdivision.

c) That approval of the above clauses be subject to the condition that no work be commenced until the Final Plans and Subdivision Agreements have been registered.

d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan and Subdivision Agreements, they should be allowed to do so at their own risk provided they enter into a standard agreement for pre-servicing.

e) That the City's Share of the cost of services in "Orchard Park Estates Addition" ($4,175) be approved, and that the Finance and Administration Committee recommend the source of funding for this project.

Cont'd...

1992 Servicing Expenditures Related to Subdivisions

Cont'd...

f) That the Final Plan of Subdivision for "Orchard Park Estates Addition" not be released for registration until the Final Plan for "Harbottle Estates" has been registered.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The total estimated cost of the City's Share of services to be approved at this time is $4,175.

The City is cost sharing for above ground services adjacent to a 0.30 m reserve which will be established under this Plan of Subdivision. The cost to the City is fully recoverable and will be collected when the adjacent lands are developed.

BACKGROUND:

On 1990 November 27, City Council approved the proposed draft plan of subdivision for Orchard Park Estates Addition under the condition that the Owner enter into a Subdivision Agreement with the City. The development of Orchard Park Estates Addition will result in the creation of six (6) single family residential lots with the potential to develop one (1) future lot on Harbottle Court.

The estimate of costs have been calculated in accordance with present City cost sharing policies. There will be a City share of $4,175 which can be fully recovered through the mechanism of 0.30 m reserves.

The lands of "Orchard Park Estates Addition" are located west of Chesley Street and north of Stone Church Road West in the Gourley Neighbourhood.

Road access and sewer services must be provided up to the easterly limit of this subdivision through "Harbottle Estates". The Final Plan for "Orchard Park Estates Addition" will not be released for registration until "Harbottle Estates" has been registered.

MJI:kk

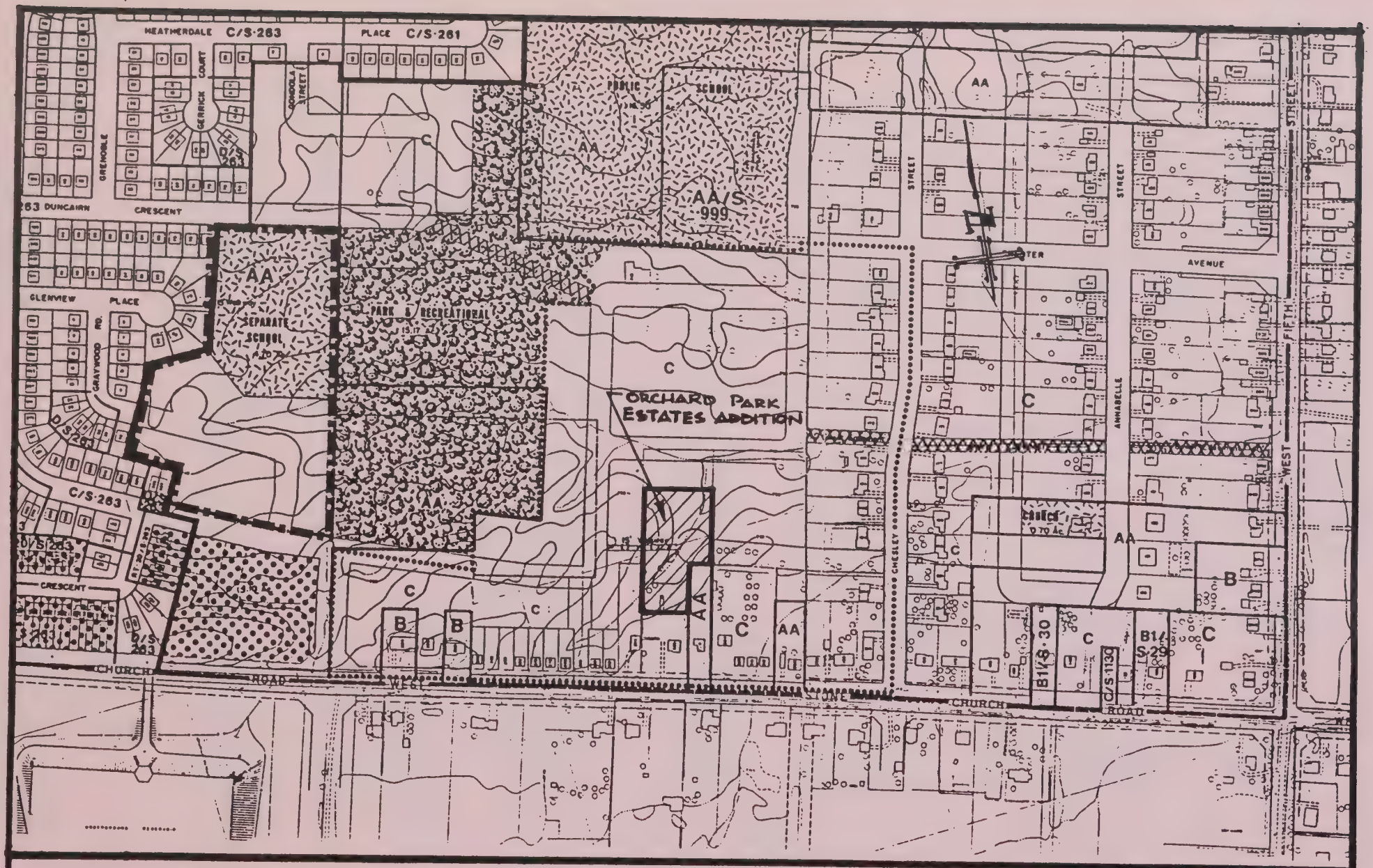
cc: R. Hammel, City Treasury Department
cc: P. Noe-Johnson, City Law Department

1992 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES: 0.3 METRE RESERVE COSTS	CITY'S SHARE OF EXPENDITURES: NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
- ORCHARD PARK ESTATES ADDITION	6 Lots Hamilton	Item 20 P.D. 21-90	Catch Basins & Connections	$0.00	$0.00			
- STARWARD HOMES LIMITED		90-11-27	Curbs & Sidewalks	$881.00	$0.00			
- A. J. Clarke & Associates Ltd.			Finished Roads	$3,006.00	$0.00			
- P. J. Sheehy, O.L.S.			Dead End Barricade	$0.00	$0.00			
(Dept. File: S715-27)			Street Lighting	$288.00	$0.00	$4,175.00	$35,083.00	$39,258.00
TOTALS:				$4,175.00	$0.00	$4,175.00	$35,083.00	$39,258.00

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

SCHEDULE "A"



KEY PLAN

N.T.S.

HOURLEY

APPROVED PLAN

2(E)(V)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 March 27
T108-01 C.W. Beitz

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: 1992 Maintenance Costs for
Automatic Protection at Level Crossings

RECEIVED
MAR 27 1992
CITY CLERKS

RECOMMENDATION:

a) That the Commissioner of Transportation/Environmental Services be authorized and directed to issue purchase orders, on behalf of the City of Hamilton, for maintenance costs for automatic protection at level crossings, as follows:

CN Rail - $61,900
CP Rail - $95,000

b) That the expenditures be charged to Account No. CH57408-52010.

Ted Gill
E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendations".

BACKGROUND:

There are presently 40 railway crossings on City streets protected with either bells and lights, or bells, lights and gates. This automatic protection must be maintained in accordance with standards set by Transport Canada in Ottawa. In addition, Transport

Cont'd .....

1992 Maintenance Costs for
Automatic Protection at Level Crossings

Cont'd .....

Canada and the National Transportation Agency of Canada (NTA) have issued individual Board Orders for each crossing which specify the party responsible for performing the maintenance and the appropriate cost sharing.

The Railways are responsible for performing the required maintenance to all crossings with automatic protection. The City's share of these costs is generally 50% in accordance with the Board Orders.

The Preliminary 1992 Current Budget contains $156,900 for the City's share of this work. Prior to any payment to either Railway, our staff reviews the individual invoices as they are submitted to verify the amounts and determine that the amount is in keeping with the cost sharing outlined in the Board Orders.

CWB:ja

cc: E.C. Matthews, City Treasurer
Att: M.B. Chandrashekar

CITY OF HAMILTON

- RECOMMENDATION -

2(F)(i)

DATE: 1992 March 6

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: Alley Closure - 145, 147 Grant Avenue

RECEIVED
MAR 10 1992
CITY CLERKS

RECOMMENDATION:

(a) That authority to apply to the Ontario Court (General Division) for a Judge's Order to close a portion of the east-west alley in the block bounded by Delaware Avenue, Stinson Street, Wentworth Street and Grant Avenue, be rescinded.

(b) That the City Solicitor be authorized to have the Court Application No. 31059/91 for the said closure dismissed.

(c) That the Regional Municipality of Hamilton-Wentworth be informed that the application for Judge's Order to approve this closure will not proceed.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: See below.

BACKGROUND:

By Item 11 of the 6th Report of the Transport and Environment Committee, adopted on March 29, 1988, Council approved an Application for a Judge's Order to close part of an alley at the request of an Applicant, Mrs. M. Soleas.

DISCUSSION:

The applicant now advises that, due to the cost of proceeding to court and the opposition from other residents in the area, which might prevent the Court from approving the closure, she has decided not to proceed. Two neighbourhood residents were involved in the court proceeding, opposing the application. The lawyers retained by the neighbourhood residents opposed to the closure have confirmed that no court costs are sought for the matters to date, therefore there are no financial implications from dismissal of the action.

In view of the neighbourhood opposition to the proposed alley closure and the intention of the applicant not to proceed with her application for the Judge's Order, it is recommended that the Council approval for this matter be rescinded.

RE: 2(F)(ii)

CITY CLERKS

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 March 11

REPORT TO: Mr. Kevin Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson,
City Solicitor

SUBJECT: Local Improvement Charges for Construction of Roads, Curbs, Sidewalks, and Alleys.

RECOMMENDATION:

That the appropriate by-law respecting local improvement charges for the construction of roads, curbs, sidewalks and alleys be enacted by City Council.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

On March 10, 1992, City Council adopted Section 22 of the 4th Report of the Transport and Environment Committee, recommending that the City Solicitor prepare the attached by-law.

The proposed local improvement rates for 1992 reflect the changes in construction costs since the last rates were approved by Council on January 29, 1991. The new rates are intended for application to projects initiated during 1992.

Bill No.

The Corporation of the City of Hamilton

BY-LAW NO. 92-

To Amend:

Local Improvement By-law No. 10605

Respecting:

REVISED COSTS TO THE CORPORATION FOR THE INSTALLATION OF LOCAL IMPROVEMENTS

WHEREAS By-law No. 10605, passed on the 15th day of December, 1964, as amended by By-laws Nos. 67-150, 73-72, 80-127, 80-156, 82-40, 83-75, 84-41, 85-70, 86-78, 88-096, 89-76, 90-49 and 91-16, provides for the undertaking of local improvements in accordance with the Local Improvement Act;

AND WHEREAS subsection 4a of section 13 of said By-law No. 10605, as amended, provides for the local improvement rates to be charged against abutting lands for work done under the Local Improvement Act;

AND WHEREAS By-law No. 91-16, passed on the 12th day of February 1991 repealed subsection 4a of section 13 to By-law No. 10605, as amended, and re-enacted a new subsection 4a to section 13 to provide for increased maximum local improvement rates, chargeable on a per metre frontage basis against abutting lands for work done under the Local Improvement Act;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Section 22 of the 4th Report of the Transport and Environment Committee at its meeting held on the 10th day of March 1992, directed that the maximum local improvement charges per metre of frontage be increased as hereinafter provided.

NOW THEREFORE the Council of The Corporation of The City of Hamilton enacts as follows:

1. Subsection 4a of section 13 of By-law No. 10605, as re-enacted by By-law No. 91-16, is repealed and the following substituted therefor:

(4a) The chargeable amount per metre frontage referred to in clause (a) of subsection 4 shall be as follows:

1. For curbs only at the rate of $80.00 per metre frontage.

2. For sidewalks only at the rate of $80.00 per metre frontage.

3. For sidewalks and independent curbs or combined sidewalks and curbs, at the rate of $137.00 per metre frontage.

4. For roadway only, at the rate of $223.00 per metre frontage.

5. For alleys, at the rate of $93.00 per metre frontage.

6. For roadway and curbs only in industrial subdivisions, at the rate of $306.00 per metre frontage.

2. In all other respects By-law No. 10605, as amended, is hereby confirmed, unchanged.

PASSED this day of A.D. 1992.

City Clerk Mayor

2(F)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 February 14

RECEIVED
MAR 9 1992
CITY CLERKS

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: By-law to authorize the construction of Local Improvements of concrete sidewalks on the east side of UPPER PARADISE ROAD adjacent to St. Thomas More School, 1045 Upper Paradise Road - $10,718.19

RECOMMENDATION:

That City Council enact the attached By-law to authorize the construction of local improvements of a concrete sidewalk on the east side of Upper Paradise Road adjacent to St. Thomas More School, 1045 Upper Paradise Road.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on January 14, 1992, in adopting Item 36 of the 1st Report of the Transport & Environment Committee. There is no Ontario Municipal Board approval required in this matter as this money was provided for in the 1991 portion of the 1991-1995 Capital Budget with a City's share of zero dollars.

:sr
Att.

No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92 -

To Authorize:

1. The construction of local improvements, by Petition, under section 11 of the Local Improvement Act, of an independent concrete sidewalk on the east side of Upper Paradise Road adjacent to St. Thomas More School, 1045 Upper Paradise Road;

2. The preparation of plans, specifications and reports, as required, and the supervision of the construction by the Director of Public Works;

3. The payment of the owner's share by the Treasurer from funds to be commuted by the Hamilton-Wentworth Roman Catholic Separate School Board.

WHEREAS a petition, from the Hamilton-Wentworth Roman Catholic Separate School Board, has been received to construct as local improvements the works herein described;

AND WHEREAS the City Clerk has certified as to the sufficiency of the said petition;

AND WHEREAS the Council of The Corporation of the City of Hamilton in adopting Item 36 of the 1st Report of the Parks & Recreation Committee on January 14, 1992 authorized construction of the said works at an estimated gross cost not to exceed $10,718.19 to be financed in its entirety by the Hamilton-Wentworth Roman Catholic Separate School Board.

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described as an independent concrete sidewalk on the east side of Upper Paradise Road adjacent to St. Thomas More School, 1045 Upper Paradise Road, may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $10,718.19.

2. The total estimated cost of the works in an amount not to exceed $10,718.19 shall be borne by the owners of the lands abutting directly on the works, being the Hamilton-Wentworth Roman Catholic Separate School Board.

3. The Director of Public Works is hereby authorized to:

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

4. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

5. The City Treasurer is hereby authorized and directed to pay Invoice #19950 from Standard Paving Company for $10,718.19, being the total cost of the works, upon commutation of the owner's share from the Hamilton-Wentworth Roman Catholic Separate School Board.

PASSED this day of , A.D. 1992.

City Clerk

Mayor

(1992) 1 R.T.E.C. 36, January 14

2(G)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 March 31

REPORT TO: Mr. K. Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Acting Director

SUBJECT: Ministry of Transportation of Ontario Request for Noise Control By-law 79-292 Exemption - QEW (PW92.1036)

RECOMMENDATION:

a) That the request from the Ministry of Transportation of Ontario for Noise By-law 79-292 Exemption be granted to the Ministry of Transportation of Ontario.

b) That the Noise Control Officer for the City of Hamilton in conjunction with the Ministry of Transportation of Ontario, monitor and investigate all noise complaints that arise during the construction period to widen the Queen Elizabeth Way between Highway 20 to Pinelands Avenue.

D. Lobo

D. Lobo, Acting Director
Department of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Ministry of Transportation requests the exemption of the City of Hamilton Noise Control By-law 79-292 for widening of the QEW from Highway 20 to Pineland Avenue (2.3 km).

The contact work is scheduled to commence in spring/early summer of 1992 and continue for approximately one year. Night work is required to minimize disruption of traffic. The equipment to be used during night hours are dump trucks, graders, compactors, paving machines and backhoes.

The Ministry's normal practice is to include general noise control measures. If noise complaints arise, it was agreed that both the City Noise Control Officer and the Ministry of Transportation of Ontario investigated the complaints together.

/mhs
Encl.

c.c. Mr. F. Westaway, Noise Control Officer, Public Works Department

Ministry of Transportation Ontario
Ministère des Transports

RECEIVED
MAR 4 1992
CITY CLERKS

Central Region
Planning & Design
Environmental Unit
Atrium Tower, 5th Floor
1201 Wilson Avenue
Downsview, Ontario
M3M 1J8
(416) 235-5551

February 27, 1992

Mr. K. Avery
City Clerk
City of Hamilton
City Hall
Hamilton, Ontario
L8N 3T4

Dear Mr. Avery:

Re: Request for Noise By-Law Exemption
W.P. 318-89-00 Queen Elizabeth Way (QEW) Widening
Highway 20 to Pinelands Avenue.

We have received exemption from the City of Hamilton Noise Control By-Law for the above mentioned ministry project. On October 9, 1990 the City of Hamilton Council adopted the resolution that Ministry of Transportation (MTO) be granted this exemption. Our original request from the noise by-law required one year commencing from late spring 1991. Unfortunately, this project was delayed one full year and we are now ready to tender this project for spring 1992. We cannot tender this project until the City of Hamilton grants MTO exemption from the noise by-law.

We would like to request that the exemption from your noise by-law be extended for this project for one entire year from the commencement of this project in spring 1992. Could you please approve of our request during your next council meeting. If you require additional information please telephone me. Thank you in advance for your cooperation.

Yours truly,

J. Mariconda

Joe Mariconda, P.Eng.
Environmental Planner - Acoustics
/JM
c.c: Terry Steele, Environmental Planner

Made from recovered materials Fait de matériaux récupérés

2(G)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 March 26

RECEIVED
MAR 27 1992
CITY CLERKS

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo,
Acting Director of Public Works

SUBJECT: Proposed Construction of Sidewalks, Curbs and Roadways as Local Improvements on Beaverton Avenue and Acadia Drive

RECOMMENDATION:

a) That the construction of the following projects proceed as local improvements pursuant to Section 12 of the Local Improvement Act:

1. Beaverton Avenue from Upper Sherman Avenue to Acadia Drive (north side only) - sidewalks and curbs at an estimated gross cost of twenty-three thousand, four hundred dollars ($23,400.), City's share (NIL), Owner's share ($23,400.).

2. Beaverton Avenue from Upper Sherman Avenue to Acadia Drive - roadway only at an estimated gross cost of one hundred and thirteen thousand, one hundred dollars ($113,100.), City's share ($31,691.62), Owner's share ($81,408.38).

3. Acadia Drive from Beaverton Avenue to approximately 53 metres southerly - roadway only at an estimated gross cost of thirty-three thousand dollars ($33,000.), City's share ($15,056.30), Owner's share ($17,943.70).

4. Acadia Drive from Butler Drive to approximately 50 metres southerly (west side only) - sidewalks and curbs at an estimated gross cost of seven thousand, five hundred dollars ($7,500.), City's share ($650.), Owner's share ($6,850.).

...../2

5. Acadia Drive from Butler Drive to approximately 50 metres southerly - roadway only at an estimated gross cost of twenty-two thousand, five hundred dollars ($22,500.), City's share ($2,430.), Owner's share ($20,070.).

6. Acadia Drive from approximately 128 metres south of Butler Drive to approximately 77 metres southerly (west side only) - sidewalks only at an estimated gross cost of nine thousand, two hundred dollars ($9,200.), City's share ($3,040.), Owner's share ($6,160.).

All as provided for in the 1992 portion of the 1992 - 1996 Capital Budget; and,

b) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,

c) That the Senior Director of Roads be authorized to construct these works on behalf of the City once all of the necessary approvals have been received; and,

d) That the City Clerk and Acting City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works.

D. Lobo,
Acting Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the 1992 - 1996 Capital Budget. The estimated costs per metre of frontage are as follows:

Independent concrete sidewalk	$ 80.00
Combined sidewalk and curbs	$ 137.00
Roadway only	$ 223.00

...../3

BACKGROUND:

Underground services on Beaverton Drive and a portion of Acadia Drive have been constructed under the following Subdivision Agreements: Beaverton Estates, Aquino Gardens Phase I and Eden Heights, Phase I. Since Beaverton Avenue and Acadia Drive are existing road allowances, the roadway, sidewalks and curbs should be initiated as local improvements. The Hamilton-Wentworth Roman Catholic Separate School Board has requested that a sidewalk be constructed on the majority of their frontage on the west side of Acadia Drive to provide a safe route for the pedestrians. The location of the proposed work is shown on the attached plan.

DL:bk
Attch.

cc: J. Schatz, City Clerk
City Clerk's Department

P. Noe Johnson, City Solicitor
Law Department

I. R. Hammel, Acting City Treasurer
Treasury Department
ATTN: N. Adhya, Manager of Budgets

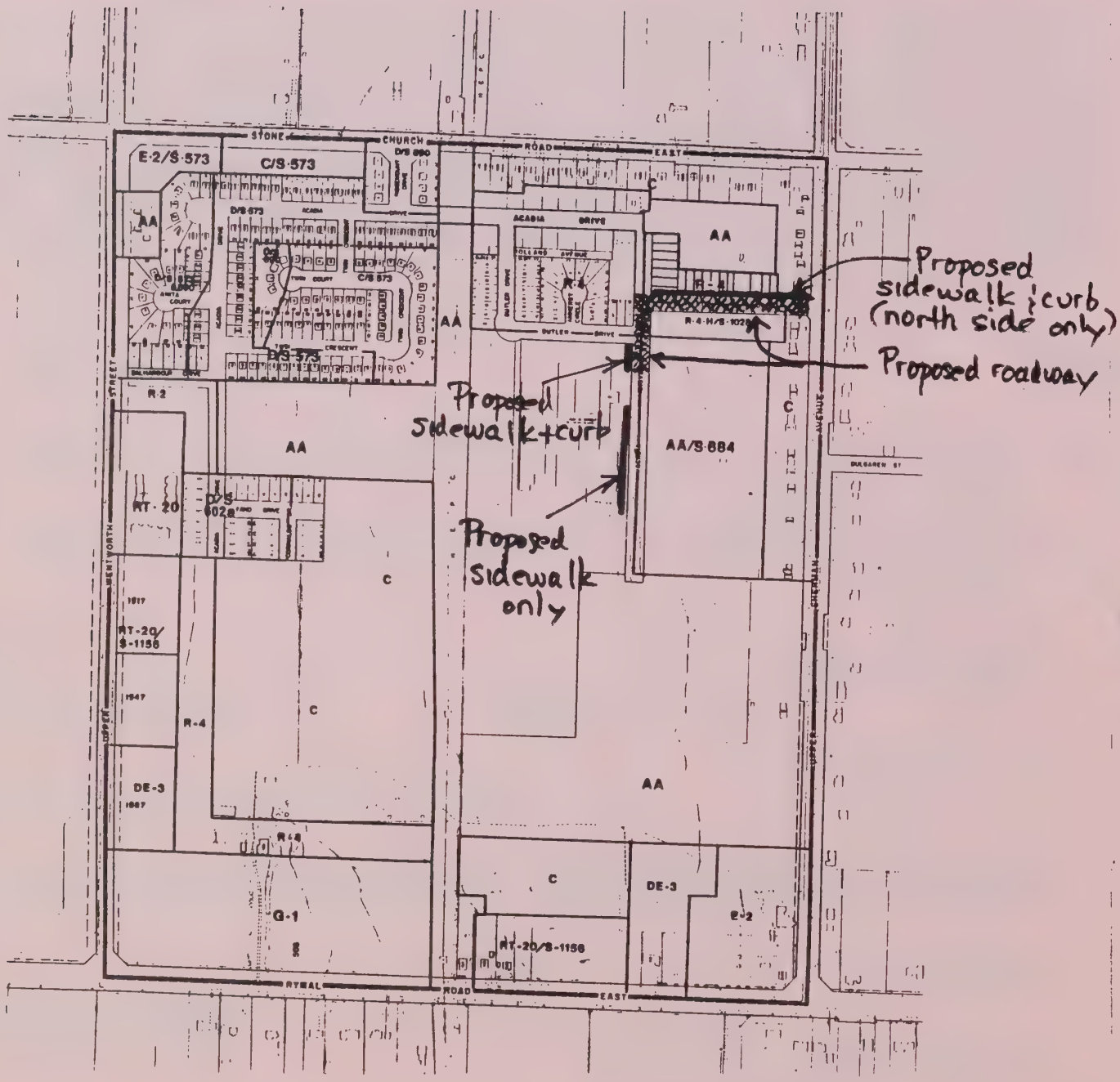
G. Lawson, Commissioner
Finance Department

A. Georgieff, Director of Local Planning
Planning and Development Department

D. Y. Onishi, Director of Design and Construction
Roads Department

S. Reeder, Secretary
Finance and Administration Committee

N



33	118	112
8	19	43
24	23	15

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

BUTLER

ZONING

Neighbourhood Boundary
Zoning Boundary

SCALE 0 90m 180m

NORTH

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton - Wentworth

PLANNING UNIT NO. 7506

JANUARY 1990

PAGE NO. 19

2(G)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED
MAR 27 1992
CITY CLERKS

DATE: 1992 March 26

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo,
Acting Director of Public Works

SUBJECT: Proposed Construction of a Combined Concrete Sidewalk and Curb on the South Side of Carling Street from Macklin Street to Approximately 98 Metres Easterly

RECOMMENDATION:

a) That the construction of a combined concrete sidewalk and curb on the south side of Carling Street from Macklin Street to approximately 98 metres easterly proceed as a local improvement pursuant to Section 11 of the Local Improvement Act at an estimated gross cost of seventeen thousand, five hundred dollars ($17,500.) as provided in the 1992 portion of the 1992 - 1996 Capital Budget with a City's share of ($7,274.32) and an Owner's share of ($10,225.68); and,

b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project; and,

c) That the Acting Director of Public Works be authorized to construct these works once all of the necessary approvals have been received.

D. Lobo,
Acting Director of Public Works

...../2

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Provision has been made for these works in the 1992 - 1996 Capital Budget.

BACKGROUND:

We are in receipt of a sufficiently signed petition from the abutting owner requesting that a concrete sidewalk and curb be constructed on the south side of Carling Street from Macklin Street to approximately 98 metres easterly. The location of the proposed project is shown on the attached plan.

DL:bk
Attch.

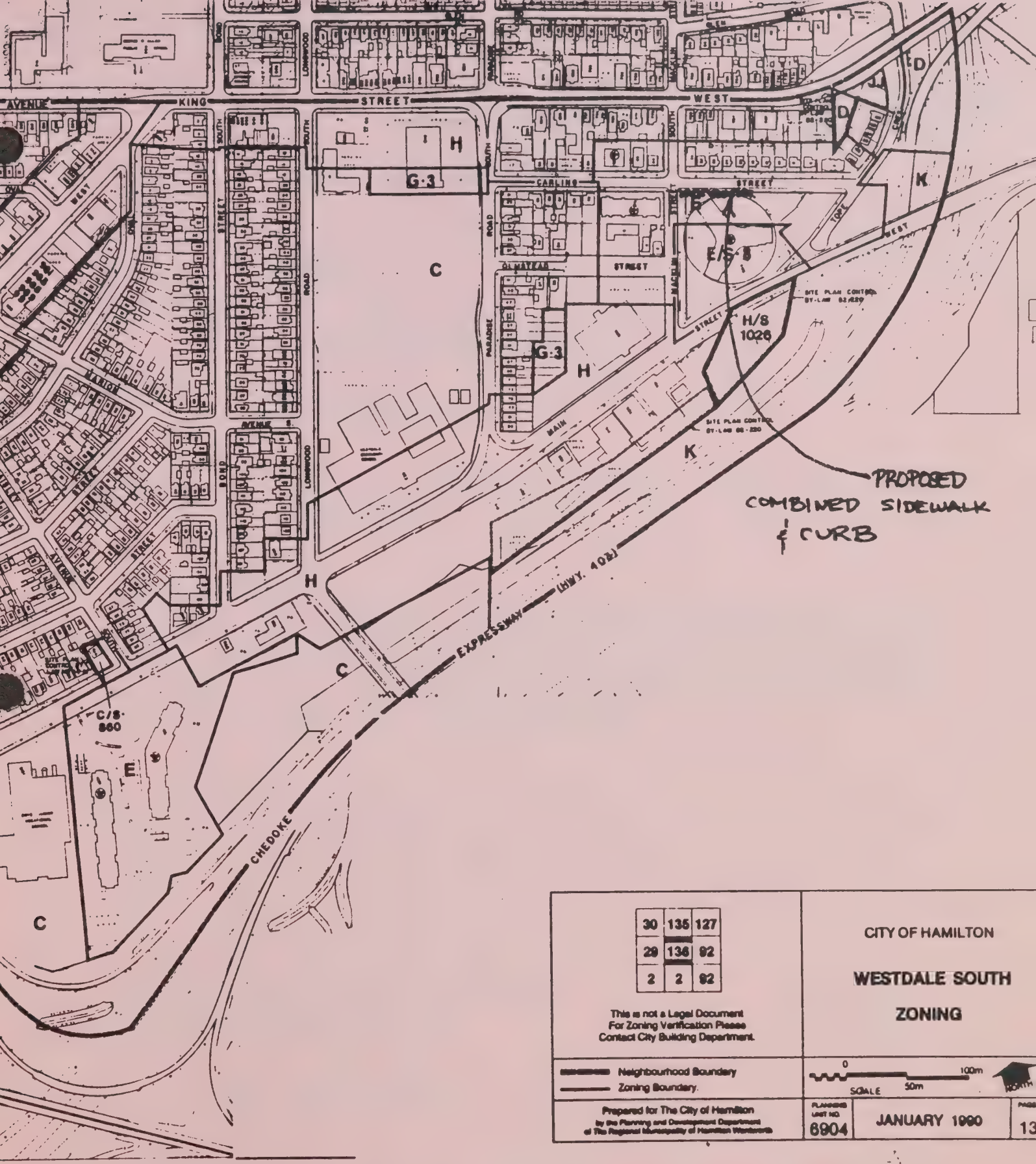
cc: I. R. Hammel, Acting City Treasurer
Treasury Department
ATTN: N. Adhya, Manager of Budgets

P. Noe Johnson, City Solicitor
Law Department

G. Lawson, Commissioner
Finance Department

A. Georgieff, Director of Local Planning
Planning and Development Department

S. Reeder, Secretary
Finance and Administration Committee



30	135	127
29	136	92
2	2	92

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

WESTDALE SOUTH

ZONING

Neighbourhood Boundary
Zoning Boundary.

SCALE 0 50m 100m

NORTH

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton Wentworth

PLANNING UNIT NO. 6904

JANUARY 1990

PAGE 13

RE 2(H)(i)

M... 11 1992

CITY CLERKS

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 March 11

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: SUPPLY AND DELIVERY OF SIGN BLANKS DURING 1992

RECOMMENDATION:
That a purchase order be issued to Provincial Traffic Signs (Ontario) Ltd., Port Perry, in the amount of $112,423.46 including taxes, for the supply and delivery of Sign Blanks during 1992, being the lowest of three tenders received, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and that this expenditure be financed through Traffic Sign Materials Account No. 56154 75999.

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND: Tender Analysis

Provincial Traffic Signs (Ontario) Ltd., Port Perry	$112,423.46
Owl-Lite Rentals & Sales, Etobicoke	125,846.40
Acme Signs Inc., Etobicoke	144,339.94

All taxes included in above pricing.

CITY OF HAMILTON

- RECOMMENDATION -

2(H)(ii)

DATE: 1992 March 4

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

RECEIVED
MAR 16 1992
CITY CLERKS

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: COLLECTION OF BULK GARBAGE, FIVE YEAR TERM ENDING 1997

RECOMMENDATION:

a) That, upon receipt of Ontario Municipal Board approval, a purchase order be issued to Disposal Management of Canada Inc., Hamilton in the amount of $155,150.00 per year, including GST, for a five year term, being the lowest of eight proposals received for the Collection of Bulk Garbage in accordance with specifications issued by the Manager of Purchasing and Vendor's proposal.

b) That the City Solicitor be authorized to obtain O.M.B. approval of the awarding of this contract as it exceeds the term of this present Council.

c) That a contract be entered into satisfactory to the City Solicitor.

d) That this expenditure be financed through Garbage Collection Account No. CH60301 56319.

e) As O.M.B. approval process should commence as soon as possible and there is only one Committee meeting this month, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

REPORT TO: Mr. K. Christenson, Secretary
Transport & Environment Committee

FROM: Mr. T. Bradley

SUBJECT: COLLECTION OF BULK GARBAGE, FIVE YEAR TERM ENDING 1997

BACKGROUND: Tender Analysis

	Annual Price
Disposal Management of Canada Inc., Hamilton	$155,150.00
Pat's Disposal Service, Hamilton	165,796.50
Philip Enterprises Inc., Hamilton	193,851.90
Browning-Ferris Industries, Concord	202,872.00
Bartels Waste Management Inc., Ancaster	204,156.00
John Driscoll Enterprises, Mount Hope	272,208.00
WMI-Waste Management, Fruitland	282,587.00
Laidlaw Waste Systems Ltd., Hamilton	297,805.61

Above prices are yearly and include GST. Total expenditure for five year contract will be $775,750.00.

c.c. Law Department
Accounts Payable

3.

CITY OF HAMILTON

- INFORMATION -

DATE: 1992 March 26

REPORT TO: K. Christenson, Secretary
Transport & Environment Committee

RECEIVED
MAR 27 1992
CITY CLERKS

FROM: D. W. Vyce, Director
Property Department

D. Lobo, Acting Director
Public Works

SUBJECT: Crown Point West/Stipeley P.R.I.D.E. Programme;
Glendale Spinning Mills

BACKGROUND:

Following a meeting held March 13, 1992 in the Mayor's office, in which Mayor R. Morrow, Alderman D. Drury, Sheila Copps, M. P., and Mr. Kamel, President of Glendale Spinning Mills were in attendance, Mayor Morrow requested that an information report be forwarded to the Transport and Environment Committee for discussion in camera on negotiations for the purchase and sale of property.

The following provides the pertinent background information which preceded the meeting:

> As part of the Provincial P.R.I.D.E. Programme for the Crown Point West and Stipeley Neighbourhoods, Belview Park, located adjacent to Glendale Spinning Mills, was developed in 1988. In order to carry out the improvements, all of Beck Avenue and a portion of Belview Avenue were closed. During the winter of 1989 to 1990, truck access to Glendale Spinning Mills became difficult with these roads closed than earlier anticipated, particularly with the addition of snow, on street parking and lack of proper turning radius in the Glendale Spinning Mills receiving yard.
>
> Prior to the road closures, trucks would drive south from Barton Street on Glendale Avenue North, left on Primrose, drive over the tracks past the Spinning Mills driveway and back into the loading area over the train tracks. Now that the roads are closed, this is no longer possible. Trucks are now driving south on Glendale Avenue North from Barton Street, passing through the intersection at Primrose Avenue, and backing down Primrose and into the loading area. Maps outlining the area and showing these routes are attached.

On May 30, 1990, a public meeting was held at the Holy Name of Jesus School, which is also adjacent to the Park and to Glendale Spinning Mills. All of the citizens present were adamant that the large trucks should not be allowed to back up Primrose Avenue to reach the Spinning Mills loading facility. Since the Spinning Mills is so close to a park and a school, and located in the midst of a residential neighbourhood, the citizens are concerned with the safety of their children. There were approximately 75 residents in attendance at this public meeting.

After many meetings with politicians, staff from the City and Region, CP Rail and Glendale Spinning Mills President, Mr. Kamel, it appears that the only viable solution is to alter access to the loading area, away from Primrose Avenue which is adjacent to Belview Park, and move the access route to the north from Barton Street. The Glendale Spinning Mills, as you will see from the attached layout, has a large area north of the building which can be accessed from Barton Street by heading southerly on Belview Avenue.

In order to allow trucks to reach the loading docks from this area on the south side of the building, CP tracks would have to be shifted to the east and the fence line moved so that the trucks could drive around the east side of the building.

In order to shift the railway tracks, CP Rail has estimated, in 1991 dollars, the cost to be fifty thousand dollars ($50,000). All other associated costs have been estimated at seventeen thousand dollars ($17,000) plus contingencies. Therefore, the total cost would be approximately seventy thousand dollars ($70,000), plus an annual rent for the CP lands. Since this P.R.I.D.E. Programme is 50% provincial funding, we have spoken with the Ministry of Municipal Affairs and they have advised us that they would allow provincial funds to be spent on this Project, given the necessary agreements between the City of Hamilton and CP for use of the lands. The rent payments will be an on going cost to the City.

Mr. Kamel is agreeable to this solution under two conditions. Firstly, that the City of Hamilton enter into a lease agreement with CP for the necessary access to Glendale Spinning Mills's rear lands. Secondly, that the City close the portion of Belview Avenue that abuts his holding and convey the road allowance to his company for the sum of $1.00. Mr. Kamel is prepared to contribute $10,000 towards the above mentioned costs, or towards the purchase of Belview Avenue, whichever the city prefers.

D. W. Vyce

D. Lobo

Attch.

c.c. R. M. Morrow, Mayor

Alderman D. Drury, Alderman, Ward 3

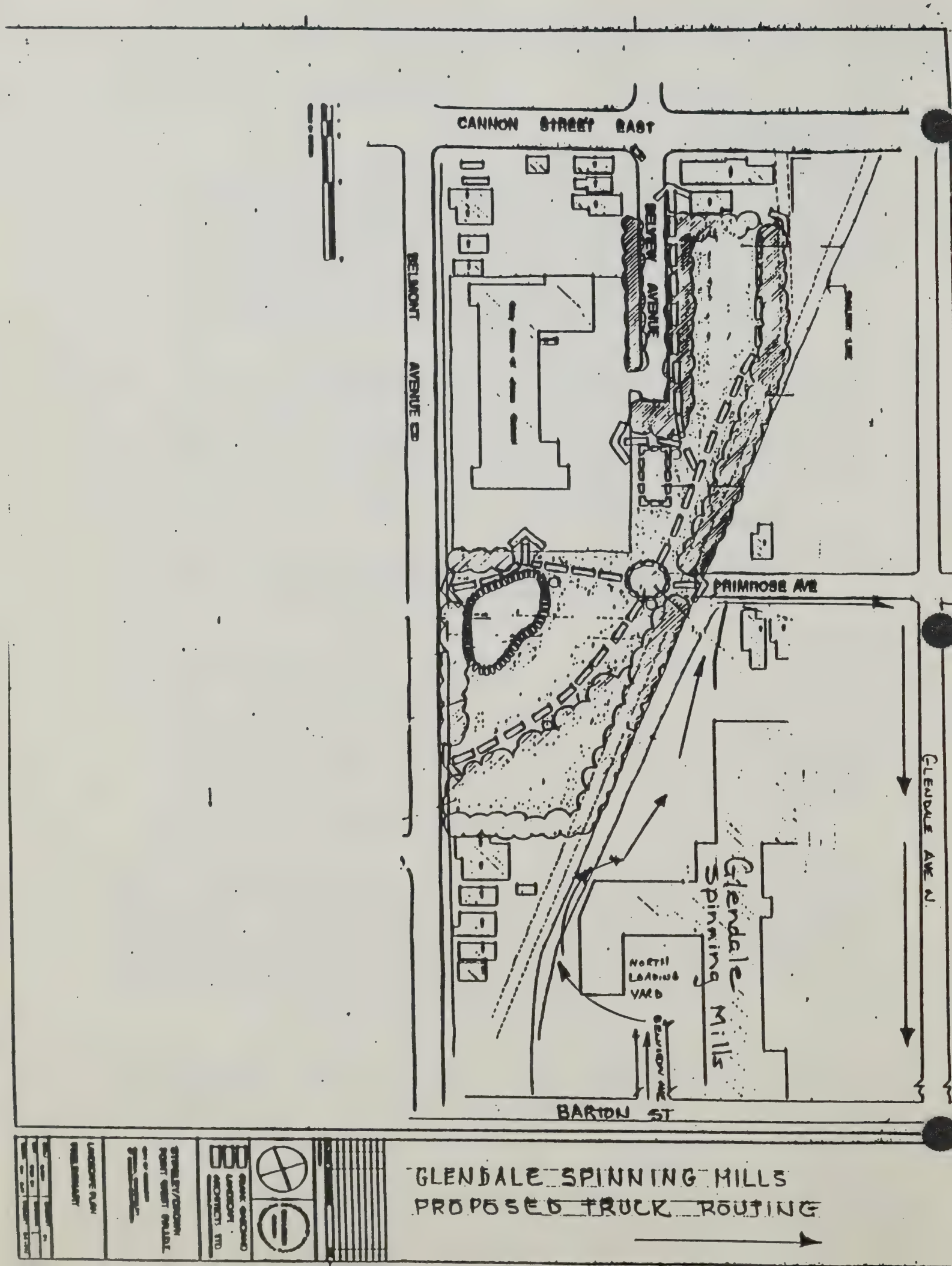
J. Pavelka, Acting Chief Administrative Officer

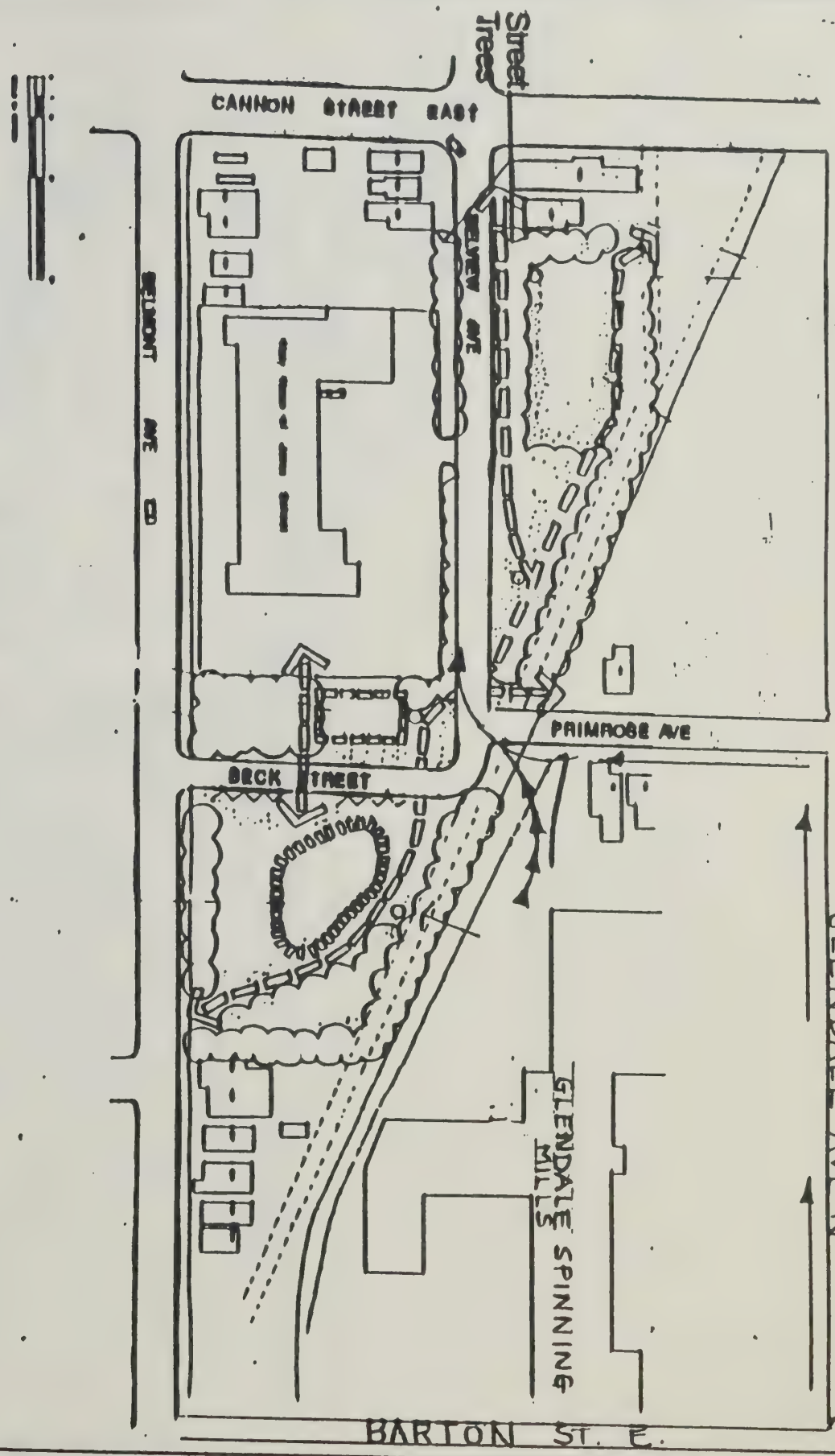
P. Noé Johnson, City Solicitor
Attention: D. Powers

M. F. Main, P. Eng., Director of Traffic Services
Attention: M. Hazell

D. Lobo, Acting Director, Public Works
Attention: J. McNeilly, Co-ordinator of Community Renewal

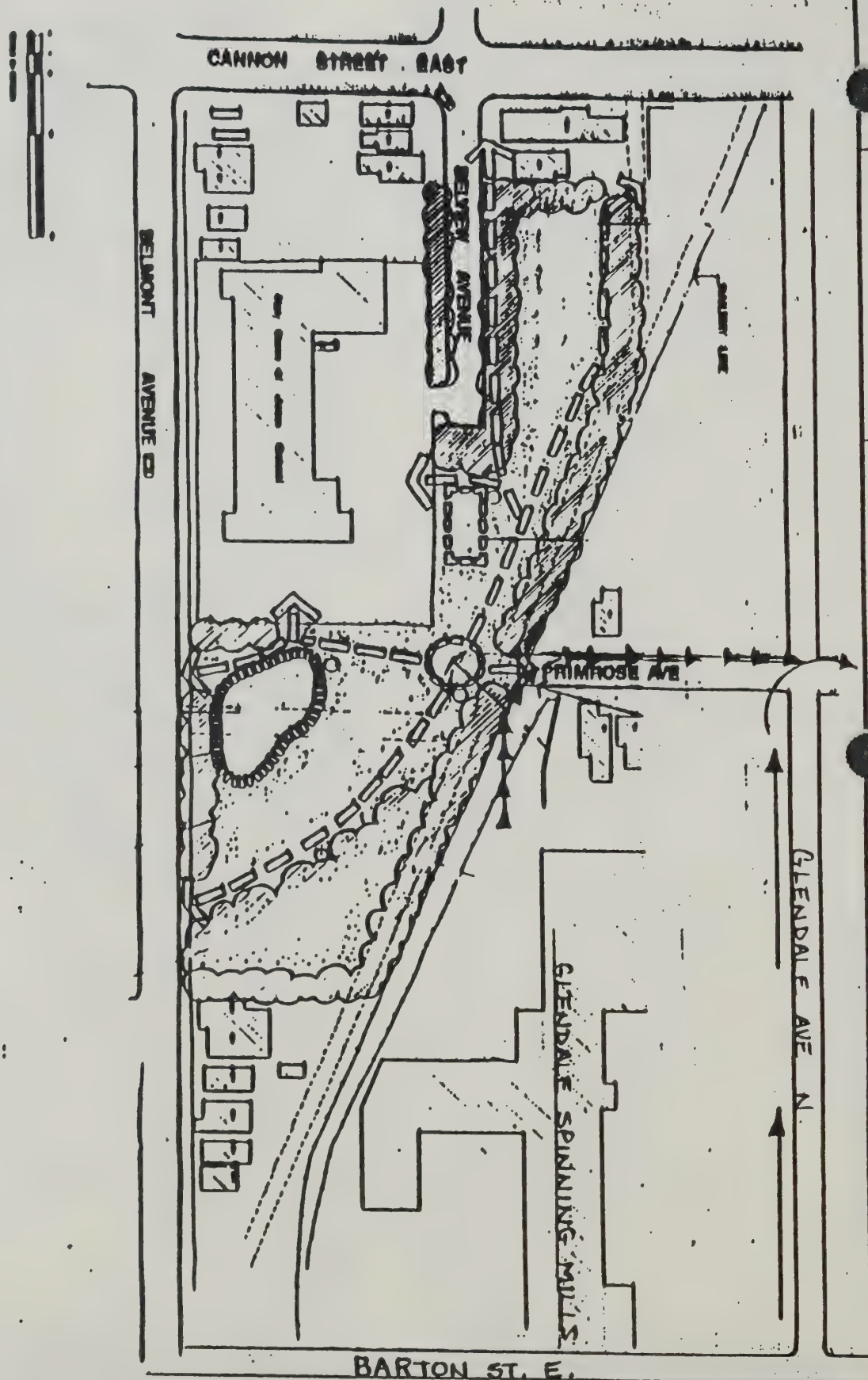
(4504)


CANNON STREET EAST
BELMONT AVENUE
BELMONT AVENUE EXT
PRIMROSE AVE
GLENDALE AVE N.
Glendale Spinning Mills
NORTH LOADING YARD
BARTON ST
GLENDALE SPINNING MILLS
PROPOSED TRUCK ROUTING



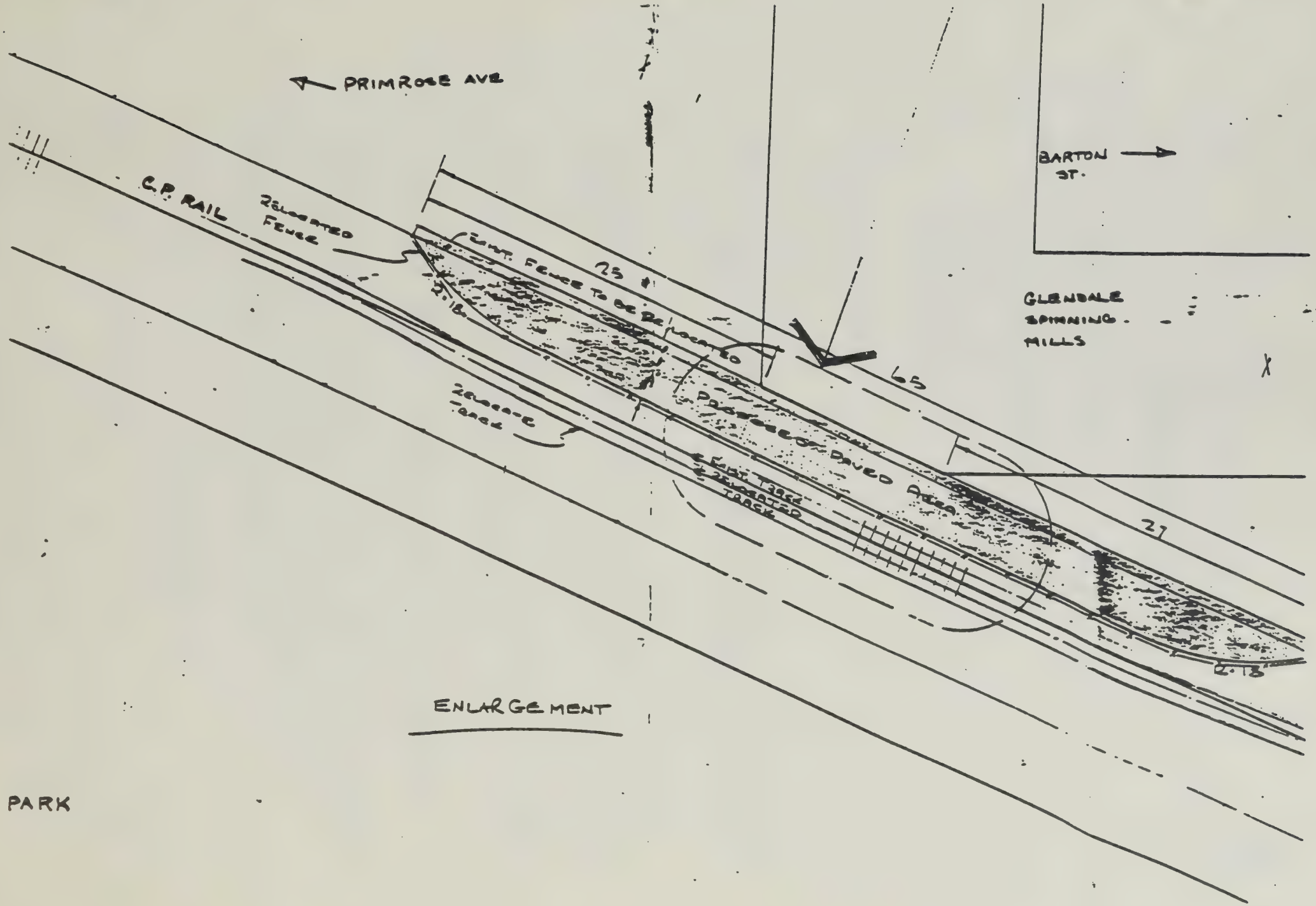
GLENDALE SPINNING MILLS
TRUCK ROUTING PRIOR TO
DEVELOPMENT OF BELVIEW PARK

BACKING UP



GLENDALE SPINNING MILLS
TRUCK ROUTING AFTER
DEVELOPMENT OF BELVIEW PARK

BACKING UP.


PRIMROSE AVE
C.P. RAIL
RELOCATED FENCE
EXIST. FENCE TO BE RELOCATED
25
65
PROPOSED PAVED AREA
EXIST. TRACK
RELOCATED TRACK
RELOCATE TRACK
27
2.18
BARTON ST.
GLENDALE SPINNING MILLS
ENLARGEMENT
PARK

4.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 March 31
File No. E205-05, S700-03 J. Parisotto/D. Christilaw

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT:

Mountable Curbs in Subdivisions

RECOMMENDATION:

a) That barrier type curbs as shown in, "RHS 303 - Independent Curb and Concrete Walk" be used with a 1.0 metre boulevard in all new subdivisions in the City of Hamilton where Engineering Schedules are approved following the adoption of this resolution.

b) That in those cases where it is not practical or acceptable to construct Barrier Curbs and Independent Sidewalks, the Developer/Subdivider be instructed to construct Mountable Curbs with Combined Sidewalks in order to match existing conditions.

c) That driveway aprons between curb and sidewalk being constructed in conjunction with Independent Curbs and Sidewalks be constructed with concrete material only, at the expense of the Subdivider/Developer.

d) That the use of, "RHS 307 Mountable Curb and Gutter" no longer be permitted in the City of Hamilton except where approved by the City engineer.

e) That in those cases where Engineering Schedules have previously been approved with Mountable Curbs and Combined Sidewalks, and the Developer/Subdivider has registered and or signed the Subdivision Agreement, but where sidewalks and curbs have not been constructed, the requirement for the installation of Independent Curbs and Sidewalks as opposed to Mountable Curbs with Combined Sidewalks be pursued on a case by case basis.

Ted Gill

E.M. Gill, P.Eng.

Continued ...

Mountable Curbs in Subdivisions

Continued ...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no financial costs to the City associated with the above recommendations at this time. Costs differences between the current standard of Mountable Curbs and Combined Sidewalks and the proposed Barrier Curb with an Independent Sidewalk is expected to be minor. Therefore, in those cases in the future where the City is required to pay for sidewalks and curbs under approved policies, the costs should be similar to what the City would have paid in the past.

BACKGROUND:

At the Regional Council meeting of November 5, 1991 a resolution was passed, "That staff be directed to eliminate mountable curbing in new subdivisions in the Region". The current Regional policy only permits barrier type curbs to be constructed on Regional Roads. Subdividers are generally not required to pay for barrier curbs when their subdivisions abut a Regional Road.

The intent of the resolution was to deal with "Mountable Curbs" being installed on local roads. Acting on this directive, staff sought to investigate the permitted curb types within the local Municipalities within the Region and determine what the various alternatives to the mountable curbing currently in use could be.

Mountable curbs came into use in new subdivisions largely at the request of developers and builders seeking a solution to the costly replacement of misplaced driveway approaches. The advantage of the mountable curb effectively made the entire frontage of the lot a driveway approach. As a result, a house could be oriented on the lot in any fashion that the owner/builder wished and they would not need to worry if the driveway approach was in the correct location.

The mountable curb has a number of disadvantages. The profile of the curb may cause a vehicle entering a driveway, particularly when approaching perpendicular to the curb, to "bottom-out" often resulting in damage to the vehicle. Vehicles could easily mount the curb at any location often parking partially on sidewalks and providing a hazard to pedestrians. Street sweeping and flushing operations leave grit and debris on the

Continued ...

Mountable Curbs in Subdivisions

Continued ...

sidewalks because there is no barrier type curb to stop the material. Mountable curbs were easily damaged during house construction. After the repairs were completed to the damaged mountable curbs, the finished product appeared to be a patch work of different colour variations and finishes which was unpleasing to the eye and did not give the look of a newly constructed curb. In addition, it has been determined that wheelchair access over a mountable curb is at best very difficult.

Staff in four other municipalities within the Region have advised that their municipalities either do not permit the use of mountable curbs or are in the process of changing their policies so that mountable curbs will no longer be permitted.

With the technology and equipment now available it has become much less costly to locate driveways by saw-cutting the barrier curb after the driveway location becomes known. For all of the above reasons it is being recommended that only a barrier type curb be used in all new subdivisions in the City of Hamilton. It would provide better separation between vehicular and pedestrian traffic, as well as being able to provide more clearly defined and controlled driveway entrances.

It is further suggested that a configuration of curb and sidewalk as shown on RHS 303 - Independent Curb and Concrete Walk, with a 1.0 metre boulevard be used. The boulevard would provide an area to plow snow onto it without impeding pedestrian access to the sidewalk. Keeping the boulevard narrow would not significantly affect parking in the driveways and the boulevard would be too narrow to permit parking on the boulevards between the sidewalk and the curb. The boulevard would eliminate the requirement for lowered or sloped sections of sidewalk, or for replacement of sidewalk panels when driveways are installed.

The independent sidewalk and curb would also serve to diminish the effect of frost heave which commonly occurs in the spring, resulting in substantial differences in elevation in adjacent curbs and walks. Concrete approaches would be provided between the walk and curb at the time of sidewalk construction if the driveway location is known at that time. If the driveway location is not known, the sidewalk could still be constructed because no "California-type" approach is required with independent sidewalks.

From a maintenance standpoint, the barrier curb with no gutter does not seem to be as susceptible to damage during the house construction periods as the present mountable curbs. Grading problems within the roadway portion such as localized ponding can be

Continued ...

Mountable Curbs in Subdivisions

Continued ...

more easily accommodated by planing or padding the asphalt because curb removal is usually no longer necessary in order to match a gutter line.

The proposed sidewalk location will, however, require co-ordination with the utilities as the hydro/street light pole lines will have to be moved back slightly from the current standard location and the hydrant locations will have to be placed so that there is no interference with the sidewalk. These adjustments are minor in nature and can be accommodated during the design and construction phases of subdivision development.

For the information of the Committee, there are some subdivisions which have had the engineering schedules approved which include provisions for the construction of Mountable Curbs with Combined Sidewalks, but the Developer/Subdivider has not completed construction of these works to date. For those subdivisions where this is the case, staff are recommending that each subdivision be reviewed to determine if it is feasible to have the Barrier Curbs and Independent Sidewalks constructed.

In those situations where the Barrier Curb and Independent Sidewalk are to be constructed, it may not be practical to construct these works because it could have an effect on the elevations of the proposed road grades and the proposed lot grading elevations. Some redesign of the lot grading or final roadway grades would have to be reviewed to properly determine if the changes could be accommodated. Also, it may not be appropriate to construct a short piece of Barrier Curb & Independent Sidewalk between two existing portions of Mountable Curb with a Combined Sidewalk. Therefore there will be some cases that will require Mountable Curbs with a Combined Sidewalk to be installed.

In either case, the Developer/Subdivider will be informed which Curb and Sidewalk combination is to constructed.

JP/DVC:tlj

5(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 March 23

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Transfer of Overnight Parking Enforcement and Towing Functions from the Regional Police Department to the Traffic Department. [TEC-49-92]

RECOMMENDATION:

(a) That in accordance with the Regional Municipality of Hamilton-Wentworth Police Services Board's request, the City agree to assume overnight parking enforcement and tow away functions within the City of Hamilton; and

(b) That four additional Parking Control Officers be approved, effective 1992 May 1, and that these additional positions be funded by revenue increases; and

(c) That the Traffic and Law Departments be directed to investigate and report back on the feasibility of establishing a tow away charge to cover the City's cost for the tow away of abandoned vehicles.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The provision of four additional Parking Control Officers would partially off-set the loss in enforcement services and revenues resulting from the withdrawal of these services by the Regional Police Department.

It is estimated that the net revenue would be approximately $60,000.00 in 1992 ($90,000.00 annualized), based on the assumption that a towing charge can be implemented to off-set the costs to the City of towing abandoned vehicles.

BACKGROUND:

Presently, the Traffic Department provides parking enforcement services between the hours of 7:00 a.m. and 10:00 p.m., Monday to Saturday, and any enforcement which is conducted overnight on these days or on Sundays is conducted by the Hamilton-Wentworth Regional Police Department. The Traffic Department also provides support services for the tow away of abandoned vehicles, but not for the tow away itself, which is done by the Regional Police Department. By letter dated 1992 February 28, the Hamilton-Wentworth Regional Police Services Board advised that these services will be discontinued by the Police Department, and has suggested that these services should be provided by the Traffic Department. It is our understanding that these services will be withdrawn by the Regional Police possibly in April of 1992.

Withdrawal of these services by the Police Department will result in an immediate drop in service and in revenue, since Police Officers will be used for other functions. However, a portion of these revenues could be recouped by the appointment of additional Parking Control Officers to assume these particular functions. The amount of revenue to be recouped is very difficult to calculate, since the Police will continue to provide some enforcement and tow away services on an emergency basis, and it is not clear to what extent this would effect both enforcement and tow away services.

For budgeting purposes, it has been estimated that the net amount which would be recouped by appointing four additional Parking Control Officers to fulfill these functions would be approximately $60,000 in 1992 and approximately $90,000 on an annualized basis. This estimate has been prepared on the basis of a tow away charge being charged by the City, in addition to the charges for towing and storage charged by the towing company, to off-set the actual cost of tow away to the City of these abandoned vehicles.

No additional vehicles or equipment would be required. The Regional Police have agreed to continue the practice of dispatching requests for enforcement after normal City Hall office hours and to provide at least one portable radio for overnight communication with the Police Department.

After reviewing the present service provided by the Police Department, the Traffic Department proposes to operate an overnight shift from 11:15 p.m. to 7:00 a.m. from Sunday evening / Monday morning to Thursday evening / Friday morning. Overnight enforcement on Friday evening / Saturday morning and on Saturday evening / all day Sunday, would be on an emergency basis only by the Regional Police.

5.(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 April 01

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Easterly Intersection of Columbia Drive and Bendamere Avenue - Request for a School Crossing Guard/Parking Regulations. **(TEC-46-92)**

RECOMMENDATION:

a) That a "No Stopping" regulation be implemented on the west side of Columbia Drive, commencing at the easterly intersection of Bendamere Avenue and extending to a point 76 feet northerly therefrom; and

b) That a "No Stopping" regulation be implemented on the west side of Columbia Drive, commencing at the easterly intersection of Bendamere Avenue and extending to a point 52 feet southerly therefrom; and

c) That the existing 178 foot "No Stopping" regulation, implemented by order of the Chief of Police, on the south side of Bendamere Avenue, west of the easterly intersection of Columbia Drive, be shortened, such that the regulation commences at Columbia Drive and extends to a point 100 feet westerly therefrom; and

d) That the existing "No Stopping, School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Bendamere Avenue which commences at a point 50 feet west of the easterly intersection of Columbia Drive and extends to a point 80 feet westerly therefrom, be shortened, such that the regulation commences 100 feet west of the easterly intersection of Columbia Drive and extends to a point 40 feet westerly therefrom; and

e) That the Traffic Department be directed to paint a crosswalk on the north side of Columbia Drive at the easterly intersection of Bendamere Avenue; and

f) That a School Crossing Guard not be assigned to the easterly intersection of Columbia Drive and Bendamere Avenue; and

g) That the City Traffic By-law 89-72 be amended accordingly.

Murray J. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. The cost to assign a School Crossing Guard to any intersection in the City is approximately $7,000.00 per year. However, there have been no funds budgeted for additional School Crossing Guards in 1992.

BACKGROUND:

At the request of Alderman Frank D'Amico, at the Transport and Environment Committee meeting held 1992 January 06, the Committee tabled a report respecting a request for a School Crossing Guard at the intersection of Bendamere and Columbia. Also, at the 1992 February 03 meeting, Alderman D'Amico advised of concerns about traffic congestion at this intersection and requested that stopping be prohibited on the south side of Bendamere, west of Columbia, to improve visibility of the stop signs on Bendamere at Columbia.

City Council, at its meeting held 1992 February 11, directed the Traffic Department to erect, by order of the Chief of Police, a "No Stopping" regulation on the south side of Bendamere from Columbia to a point 150 feet westerly, on a temporary basis until the issue concerning the School Crossing Guard is resolved. These signs were erected shortly thereafter.

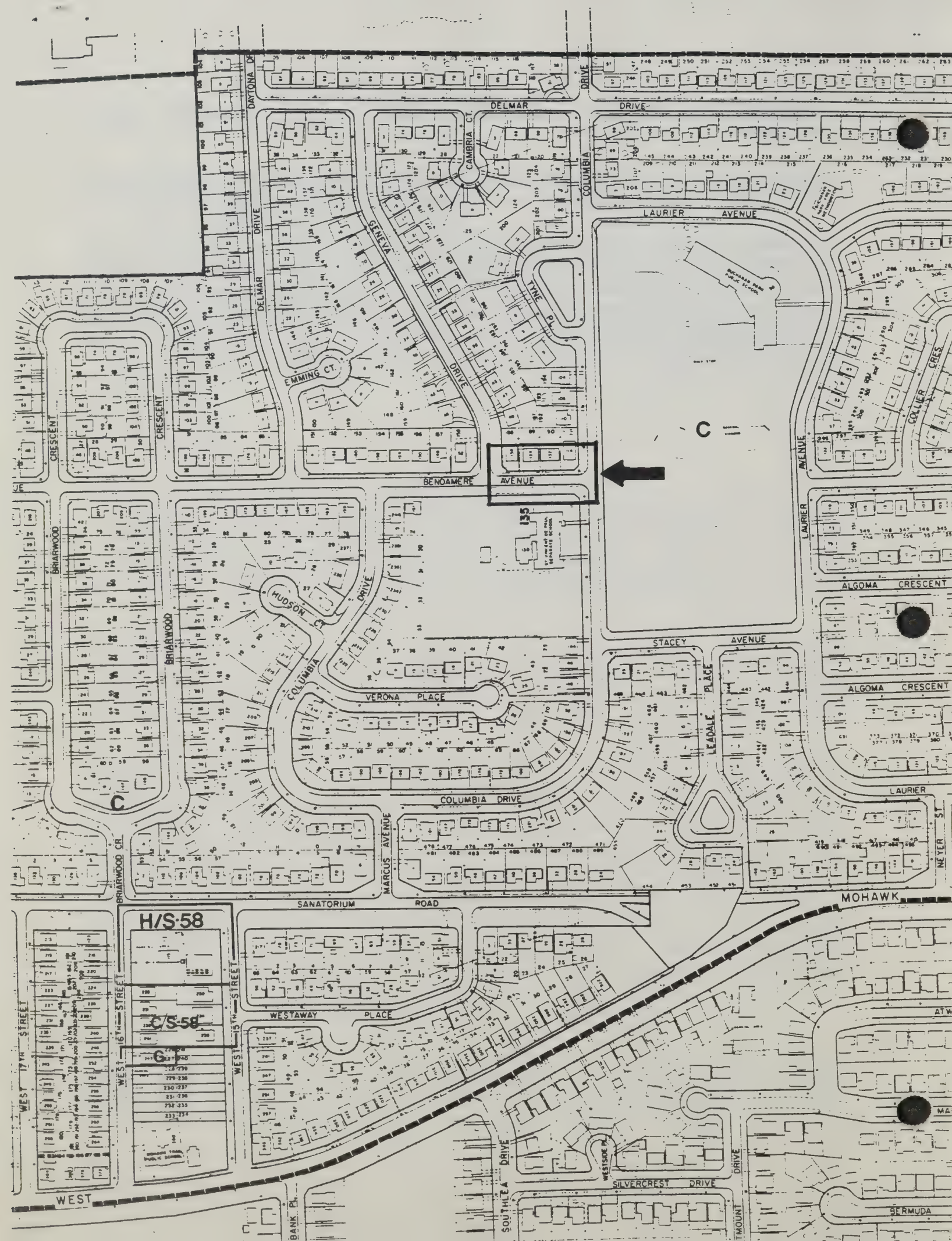
Presently, there are 17 school buses of various sizes serving Monseigneur de Laval Separate School. The implementation of the 150 foot "No Stopping" regulation resulted in a loss of two full size school bus loading zone spaces on Bendamere. However, Mr. Julian Breault, Vice-Principal of the school, relocated all (five or six) of the smaller school buses to their off-street parking facility, and by doing so, was able to move the regular buses further back from Columbia resulting in less congestion and better visibility at the intersection of Bendamere and Columbia. However, there is still a shortage of one full size school bus loading zone and, an investigation has revealed that the "No Stopping" regulation should be shortened to 100 feet to allow vehicular traffic to proceed while loading and unloading of school children is taking place rather than activating the red flashing lights on the school bus which would require all vehicular traffic in both directions to stop. Shortening the "No Stopping" regulation will still provide good visibility of the stop signs.

Also, "No Stopping" corner clearances are recommended on the west side of Columbia, north and south of Bendamere, to improve visibility for eastbound motorists on Bendamere attempting to enter Columbia. The loss of two legal parking spaces should not adversely affect the one abutting resident since this home has a driveway and a garage, and parking

would still be permitted on the remainder of the west side of Columbia, north of Bendamere.

Alderman D'Amico and Ms. René Lapointe, Principal of Monseigneur de Laval Separate School, have both advised that they are in support of these proposed parking regulations.

In summary, as stated in the previous report, a copy of which is attached, the Traffic Department does not support the request for a School Crossing Guard at the intersection of Bendamere and Columbia. However, the proposed "No Stopping" regulations and the relocation of the school bus loading zone, will improve conditions for children crossing the roadways at Monseigneur de Laval Separate School, by reducing traffic congestion and improving visibility.


DELMAR DRIVE
DAYTONA DR
CAMBRIA CT.
COLUMBIA
LAURIER AVENUE
GENEVA DRIVE
TYNE PL
EMMING CT.
CRESCENT
BENOAMERE AVENUE
C
COLLIER CRES
AVENUE
LAURIER
ALGOMA CRESCENT
BRIARWOOD
HUDSON CT.
DRIVE
COLUMBIA
VERONA PLACE
STACEY AVENUE
LEADALE PLACE
COLUMBIA DRIVE
MARCUS AVENUE
BRIARWOOD CR.
SANATORIUM ROAD
MOHAWK
H/S-58
C/S-58
G
WEST 17TH STREET
WEST 16TH STREET
WEST 15TH STREET
WESTAWAY PLACE
WESTSIDE PL
SILVERCREST DRIVE
SOUTHLEA DRIVE
BANK PL
WEST
BERMUDA

5(c)

CITY OF HAMILTON

- INFORMATION -

DATE: 1992 April 01

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Present Status of the School Crossing Program. **(TEC-16-92)**

REPORT:

At the 1992 January 06, Committee meeting the Traffic Department was directed to "prepare a comprehensive report on all School Crossing Guard locations within the City of Hamilton, detailing the origin of the request, date of request, nature of recommendation and cost of implementation". The Traffic Department was also directed to prepare a map showing all traffic signals, existing school crossing locations and locations being reviewed as possible school crossing locations.

Attached as Appendix "A", is a list of all school crossing locations operated within the City by the Traffic Department. Included in the table is the estimated 1992 cost break-down of each location and other requested data for locations implemented in Hamilton in the past nine years. This nine years of data was utilized because it was accessible at the time of preparation of the report. However, most data prior to 1983 is archived in Police Department or Traffic Department storage, and is not readily accessible. The first School Crossing Guard locations were implemented by the City of Hamilton Police Department in 1929, and the program was operated by the City of Hamilton Police Department, and subsequently the Hamilton-Wentworth Regional Police Department, until being transferred to the Traffic Department on 1990 April 01.

The origin of many of the requests is not available, nor would it be of any assistance in assessing the program. It is evident that virtually all requests for School Crossing Guards originate with parents, and are passed on to school principals, school trustees, aldermen or to others, to be passed on to the Traffic Department staff. Some requests are made directly to the Department by parents.

The estimated 1992 program costs for the Hamilton portion of the program have been summarized in Appendix "A". Presently, there are 148 School Crossing Guards operating at 146 locations throughout Hamilton. The 1992 cost of operating these locations is estimated to be approximately $1,174,000.00. In the nine years, 1983 to 1991 inclusive, City Council approved 58 new school crossing locations at an estimated 1992 expenditure of approximately $444,500.00. Of these 58 locations, 20 were not technically recommended and in 1992 these locations are estimated to cost approximately $156,000.00.

The estimated program costs for the other Area Municipalities in 1992 are approximately $272,000.00.

Up until 1990 April 01, all technical studies for School Crossing Guards were conducted by staff of the Police Department and the Police Department's recommendations were then submitted to the Traffic Department for review and submission to the Transport and Environment Committee. Subsequent to the transfer of the program to the Traffic Department in 1990, the Traffic Department has been responsible for all aspects of the School Crossing Guard Program.

Purpose of a School Crossing Guard

The Highway Traffic Act (Ontario) describes a School Crossing Guard as an adult, sixteen years of age or older, "who is directing the movement of children across a highway" and who is employed by or for a Municipality to provide this service. The act also specifies that a School Crossing Guard about to direct children across a roadway with speeds not in excess of 60 km/hr shall, prior to entering the roadway, display a School Crossing Guard stop sign in an upright manner so that it is visible to vehicular traffic in each direction. The act requires that "the driver of any vehicle or streetcar approaching the (School Crossing) stop sign shall stop before reaching the crossing". It should be noted that the Act does not presently require the motorist to remain stopped, and therefore, a motorist may presently proceed past a School Crossing Guard stop sign after initially stopping.

The purpose of a School Crossing Guard is to create artificial breaks or gaps in moving vehicular traffic where present gaps are inadequate or none exist, and to assist school aged children to cross the roadway during these gaps. Historically, when the program was operated by the Regional Police, it was determined that children who would be studied as school children would be those in attendance in grades Senior Kindergarten through Grade 8. This criterion eliminates the need to consider a School Crossing Guard solely for children in Junior Kindergarten, as both Boards of Education in Hamilton require that these children must be accompanied to school by an adult. Also, it is assumed that children in Grades 9 and over are generally capable of crossing even the busiest of roadways on their own, and in any case, these children often disregard the instructions of a School Crossing Guard. However, should any child, child with parent or young adult in High School desire to cross with a School Crossing Guard at a designated school crossing location, the guard is available to provide crossing assistance.

Criteria for the Establishment of a School Crossing Guard Location

The need for the service of a School Crossing Guard at a particular location is usually a very emotional issue. Most requests are initiated by parents, who have a natural concern for the safety of their children, and it is almost unknown for school officials and others to express the view that a guard may not be needed at a location at which parents have taken the position that a guard is needed.

Some parents take the position that wherever their children must cross a street carrying a significant amount of traffic, the situation is "dangerous". This is an untenable position from the point of view of the administration of the School Crossing Program since school children cross streets at hundreds of locations, without incident or hazard.

To administer the School Crossing Program in a realistic, equitable and effective manner, it is necessary to have in place a set of guidelines or criteria to assure that similar situations are addressed in a similar and cost-effective manner.

The Traffic Department is currently reviewing present practice and criteria to determine appropriate locations for the placement of School Crossing Guards. The Ministry of Transportation for Ontario and the Ontario Traffic Conference are currently preparing a review of school crossings across the Province. Their objective is to implement a uniform system across the Province. As part of our review, we intend to review the information and findings of that study, when available, and determine their relevance to the Hamilton-Wentworth Region, and to report to the Committee on the results of these investigations, later on in 1992.

Murray J. Main

APPENDIX A - SCHOOL CROSSING GUARD LOCATIONS - CURRENT STATUS - 1992 JANUARY 1.

	LOCATION	APPROX WAGES VACATION BENEFITS	APPROX PROGRAM ADMIN	APPROX 7% OVERHEAD ADMIN	APPROX TOTAL COST 1992
	SUMMARY				
148	HAMILTON GUARDS	$814,425.30	$358,944.40	$0.00	$1,173,369.70
19	STONEY CREEK GUARDS	$98,725.89	$46,080.70	$3,225.65	$148,032.24
9	DUNDAS GUARDS	$48,674.31	$21,827.70	$1,527.94	$72,029.96
6	ANCASTER GUARDS	$30,698.00	$14,551.80	$1,018.63	$46,268.43
1	FLAMBOROUGH GUARDS	$3,799.92	$2,425.30	$169.77	$6,394.99
183	TOTAL GUARDS	$996,323.42	$443,829.91	$5,941.99	$1,446,095.32
58	1992 COST OF OPERATING ALL HAMILTON GUARDS IMPLEMENTED BETWEEN 1983 AND 1991	$303,864.01	$140,667.40	$0.00	$444,531.41
20	1992 COST OF OPERATING HAMILTON GUARDS NOT TECHNICALLY RECOMMENDED BETWEEN 1983 AND 1991	$109,642.78	$48,506.00	$0.00	$158,148.78

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APPENDIX A - SCHOOL CROSSING GUARD LOCATIONS - CURRENT STATUS - 1992 JANUARY 1.

	LOCATION	APPROX WAGES VACATION BENEFITS	APPROX PROGRAM ADMIN	APPROX 7% OVERHEAD ADMIN	APPROX TOTAL COST 1992	ORIGIN OF REQUEST	APPROX STUDY DATE	TECHNICAL RECOMMENDATION	YEAR IMPLEM.
	HAMILTON								
1	ABERDEEN AND QUEEN	$6,077.29	$2,425.30	$0.00	$8,502.59		APR '91	DON'T ASSIGN GUARD	1991
2	JULIEBETH AND STONECHURCH	$3,505.30	$2,425.30	$0.00	$5,930.60		NOV '89	DON'T ASSIGN GUARD	1991
3	CHESTER AND WEST 5TH	$3,505.30	$2,425.30	$0.00	$5,930.60		SEPT '91	ASSIGN GUARD	1991
4	UPPER WENTWORTH AND VICKERS	$3,505.30	$2,425.30	$0.00	$5,930.60		OCT '91	ASSIGN GUARD	1991
5	GREENHILL AND QUIGLEY	$5,828.39	$2,425.30	$0.00	$8,253.69		SEPT '91	ASSIGN GUARD	1991
6	GUILDWOOD AND UPPER HORNING	$5,828.39	$2,425.30	$0.00	$8,253.69		FEB '90	DON'T ASSIGN GUARD	1990
7	SOUTHBEND AND UPPER WELLINGTON	$3,870.36	$2,425.30	$0.00	$6,295.66		SEPT '89	DON'T ASSIGN GUARD	1990
8	LOCKE AND PETER	$5,828.39	$2,425.30	$0.00	$8,253.69		APR '90	DON'T ASSIGN GUARD	1990
9	BARLAKE AND VIOLET	$6,077.29	$2,425.30	$0.00	$8,502.59		NOV '89	ASSIGN GUARD	1990
10	DUNDURN AND HERKIMER	$6,077.29	$2,425.30	$0.00	$8,502.59		NOV '89	ASSIGN GUARD	1990
11	AMBROSE AND GREENHILL	$5,828.39	$2,425.30	$0.00	$8,253.69		JAN '89	DON'T ASSIGN GUARD	1989
12	KING AND STRATHCONA	$5,828.39	$2,425.30	$0.00	$8,253.69		NOV '88	DON'T ASSIGN GUARD	1989
13	MAIN AND SHERMAN	$6,077.29	$2,425.30	$0.00	$8,502.59		NOV '88	DON'T ASSIGN GUARD	1989
14	DELAWARE AND WENTWORTH	$6,104.95	$2,425.30	$0.00	$8,530.25		DEC '88	DON'T ASSIGN GUARD	1989
15	CHARLTON AND WALNUT	$3,505.30	$2,425.30	$0.00	$5,930.60		NOV '88	ASSIGN GUARD	1989
16	CUMBERLAND AND SHERMAN	$3,654.64	$2,425.30	$0.00	$6,079.94		DEC '88	ASSIGN GUARD	1989
17	GREENHILL AND MOUNT ALBION	$6,077.29	$2,425.30	$0.00	$8,502.59		NOV '88	ASSIGN GUARD	1989
18	LIMERIDGE AND ROCKINGHAM	$3,654.64	$2,425.30	$0.00	$6,079.94		SEPT '89	ASSIGN GUARD	1989
19	TREVI AND UPPER PARADISE	$3,654.64	$2,425.30	$0.00	$6,079.94		JAN '89	ASSIGN GUARD	1989
20	MEGNA AND UPPER PARADISE	$6,077.29	$2,425.30	$0.00	$8,502.59		MAR '89	ASSIGN GUARD	1989
21	LIMERIDGE AND SKYLARK	$5,828.39	$2,425.30	$0.00	$8,253.69		SEPT '89	ASSIGN GUARD	1989
22	BRUCEDALE AND EAST 5TH	$6,215.57	$2,425.30	$0.00	$8,640.87		JAN '88	DON'T ASSIGN GUARD	1988
23	EAST 5TH AND FENNELL	$6,077.29	$2,425.30	$0.00	$8,502.59		JAN '88	DON'T ASSIGN GUARD	1988
24	EAST 27TH AND FRANKLIN	$5,828.39	$2,425.30	$0.00	$8,253.69		OCT '87	DON'T ASSIGN GUARD	1988
25	ELCHO AND INVERNESS	$5,828.39	$2,425.30	$0.00	$8,253.69		JAN '88	DON'T ASSIGN GUARD	1988
26	SOUTHBEND AND WEST 5TH	$3,505.30	$2,425.30	$0.00	$5,930.60		MAY '88	DON'T ASSIGN GUARD	1988
27	WOODWARD AT WOODWARD SCHOOL	$5,966.67	$2,425.30	$0.00	$8,391.97		N/A	ASSIGN GUARD	1988
28	COURTLAND AND STONE CHURCH	$3,820.58	$2,425.30	$0.00	$6,245.88		DEC '87	ASSIGN GUARD	1988
29	EMERALD AND STINSON	$6,077.29	$2,425.30	$0.00	$8,502.59		APRIL '88	ASSIGN GUARD	1988
30	ALBRIGHT AND NICKLAUS	$5,828.39	$2,425.30	$0.00	$8,253.69		JUNE '88	ASSIGN GUARD	1988

APPENDIX A - SCHOOL CROSSING GUARD LOCATIONS - CURRENT STATUS - 1992 JANUARY 1.

	LOCATION	APPROX WAGES VACATION BENEFITS	APPROX PROGRAM ADMIN	APPROX 7% OVERHEAD ADMIN	APPROX TOTAL COST 1992	ORIGIN OF REQUEST	APPROX STUDY DATE	TECHNICAL RECOMMENDATION	YEAR IMPLEM.
31	BRITANNIA AND MACLAREN	$3,588.27	$2,425.30	$0.00	$6,013.57		FEB '88	ASSIGN GUARD	1988
32	CENTRAL AND KENILWORTH	$3,654.64	$2,425.30	$0.00	$6,079.94		MAY '88	ASSIGN GUARD	1988
33	MAIN AND WALTER	$3,505.30	$2,425.30	$0.00	$5,930.60		FEB '88	ASSIGN GUARD	1988
34	BARTON AND NASH	$5,966.67	$2,425.30	$0.00	$8,391.97		JUNE '88	ASSIGN GUARD	1988
35	ABERDEEN AND DUNDURN	$6,077.29	$2,425.30	$0.00	$8,502.59		OCT '88	ASSIGN GUARD	1988
36	CRANBROOK AND GARROW	$3,654.64	$2,425.30	$0.00	$6,079.94		DEC '87	ASSIGN GUARD	1988
37	BURLINGTON AND JOHN	$6,270.88	$2,425.30	$0.00	$8,696.18		MAR '87	DON'T ASSIGN GUARD	1987
38	QUEEN AND YORK	$5,828.39	$2,425.30	$0.00	$8,253.69		JUNE '87	DON'T ASSIGN GUARD	1987
39	DUNSMURE AND GROSVENOR	$5,966.67	$2,425.30	$0.00	$8,391.97		NOV '86	ASSIGN GUARD	1987
40	CONCESSION AND EAST 19TH	$5,966.67	$2,425.30	$0.00	$8,391.97		JUNE '87	ASSIGN GUARD	1987
41	KING AND LOTTRIDGE	$5,966.67	$2,425.30	$0.00	$8,391.97		OCT '87	ASSIGN GUARD	1987
42	EAST 25TH AND MOHAWK GUARD 2	$5,966.67	$2,425.30	$0.00	$8,391.97		N/A	ASSIGN GUARD	1987
43	ALBRIGHT AND QUIGLEY GUARD 2	$5,828.39	$2,425.30	$0.00	$8,253.69		OCT '87	ASSIGN GUARD	1987
44	MOHAWK AND TERRACE	$3,505.30	$2,425.30	$0.00	$5,930.60		FEB '86	DON'T ASSIGN GUARD	1986
45	MOHAWK AND UPPER PARADISE	$5,966.67	$2,425.30	$0.00	$8,391.97		OCT '86	DON'T ASSIGN GUARD	1986
46	KING AND WEXFORD	$5,828.39	$2,425.30	$0.00	$8,253.69		OCT '85	ASSIGN GUARD	1985
47	BEACH AND OTTAWA	$5,966.67	$2,425.30	$0.00	$8,391.97		JUNE '85	ASSIGN GUARD	1985
48	JAY AND UPPER WELLINGTON	$6,215.57	$2,425.30	$0.00	$8,640.87		MAY '85	ASSIGN GUARD	1985
49	CHARLTON AND LOCKE	$6,215.57	$2,425.30	$0.00	$8,640.87		APRIL '85	ASSIGN GUARD	1985
50	VANSITMART AND WEIR	$5,828.39	$2,425.30	$0.00	$8,253.69		APRIL '84	DON'T ASSIGN GUARD	1984
51	BRITANNIA AND KENILWORTH	$5,828.39	$2,425.30	$0.00	$8,253.69		N/A	DON'T ASSIGN GUARD	1984
52	EAST 45TH AND FENNELL	$3,505.30	$2,425.30	$0.00	$5,930.60		MAY '84	ASSIGN GUARD	1984
53	HADELAND AND UPPER PARADISE	$5,828.39	$2,425.30	$0.00	$8,253.69		NOV '83	ASSIGN GUARD	1984
54	STEVEN AND WILSON	$6,215.57	$2,425.30	$0.00	$8,640.87		JUNE '84	ASSIGN GUARD	1984
55	GARTH AND STONECHURCH	$6,104.95	$2,425.30	$0.00	$8,530.25		SEPT '84	ASSIGN GUARD	1984
56	BARTON AND RUTH	$5,828.39	$2,425.30	$0.00	$8,253.69		APRIL '83	ASSIGN GUARD	1983
57	BREWSTER AND LIMERIDGE	$3,588.27	$2,425.30	$0.00	$6,013.57		SEPT '83	ASSIGN GUARD	1983
58	KING AND OWEN	$3,654.64	$2,425.30	$0.00	$6,079.94		OCT '83	ASSIGN GUARD	1983
59	ALBRIGHT AND MOUNT ALBION	$6,879.31	$2,425.30	$0.00	$9,304.61				
60	ALBRIGHT AND QUIGLEY GUARD 1	$5,828.39	$2,425.30	$0.00	$8,253.69				
61	BALMORAL AND CANNON	$5,828.39	$2,425.30	$0.00	$8,253.69				
62	BARONS AND BRITANNIA	$6,215.57	$2,425.30	$0.00	$8,640.87				

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63	BARTON AND BRUNSWICK	$5,828.39	$2,425.30	$0.00	$8,253.69				
64	BARTON AND GIBSON	$6,104.95	$2,425.30	$0.00	$8,530.25				
65	BARTON AND MACNAB	$5,828.39	$2,425.30	$0.00	$8,253.69				
66	BARTON AND SMITH	$5,828.39	$2,425.30	$0.00	$8,253.69				
67	BARTON AND WEIR	$6,104.95	$2,425.30	$0.00	$8,530.25				
68	BAY AND BOLD	$6,104.95	$2,425.30	$0.00	$8,530.25				
69	BOND AND KING	$6,104.95	$2,425.30	$0.00	$8,530.25				
70	BRAMPTON AND DUNN	$5,828.39	$2,425.30	$0.00	$8,253.69				
71	BRANT AND NIAGARA	$5,966.67	$2,425.30	$0.00	$8,391.97				
72	BRITANNIA AND WEIR	$6,104.95	$2,425.30	$0.00	$8,530.25				
73	BURLINGTON AND NIAGARA	$5,966.67	$2,425.30	$0.00	$8,391.97				
74	CANNON AND ELGIN	$6,104.95	$2,425.30	$0.00	$8,530.25				
75	CANNON AND PROVINCE	$5,966.67	$2,425.30	$0.00	$8,391.97				
76	CANNON AND SMITH	$6,602.75	$2,425.30	$0.00	$9,028.05				
77	CENTRAL AND PARKDALE	$6,879.31	$2,425.30	$0.00	$9,304.61				
78	CHURCHILL AND UPPER JAMES	$5,966.67	$2,425.30	$0.00	$8,391.97				
79	CONCESSION AND EAST 36TH	$5,828.39	$2,425.30	$0.00	$8,253.69				
80	CONCESSION AND VIEWPOINT	$6,353.85	$2,425.30	$0.00	$8,779.15				
81	COUNTRY CLUB AND GREENHILL	$3,654.64	$2,425.30	$0.00	$6,079.94				
82	CROCKETT AND EAST 36TH	$6,104.95	$2,425.30	$0.00	$8,530.25				
83	CROCKETT AND UPPER GAGE	$3,505.30	$2,425.30	$0.00	$5,930.60				
84	CROCKETT AND UPPER WENTWORTH	$6,104.95	$2,425.30	$0.00	$8,530.25				
85	CUMBERLAND AND PROSPECT	$3,671.23	$2,425.30	$0.00	$6,096.53				
86	DELAWANA AND LAKE	$6,215.57	$2,425.30	$0.00	$8,640.87				
87	DELAWANA AND RIVERDALE	$6,077.29	$2,425.30	$0.00	$8,502.59				
88	DELAWARE AND SHERMAN	$6,353.85	$2,425.30	$0.00	$8,779.15				
89	DUNDURN AND HUNT	$3,505.30	$2,425.30	$0.00	$5,930.60				
90	DUNDURN AND LAMOREAUX	$6,104.95	$2,425.30	$0.00	$8,530.25				
91	DUNDURN AND STANLEY	$5,828.39	$2,425.30	$0.00	$8,253.69				
92	EAST 25TH AND MOHAWK GUARD 1	$3,588.27	$2,425.30	$0.00	$6,013.57				
93	EAST 26TH AND QUEENSDALE	$5,828.39	$2,425.30	$0.00	$8,253.69				
94	EAST 36TH AND QUEENSDALE	$5,966.67	$2,425.30	$0.00	$8,391.97				

APPENDIX A - SCHOOL CROSSING GUARD LOCATIONS - CURRENT STATUS - 1992 JANUARY 1.

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95	EAST 38TH AND FENNELL	$5,966.67	$2,425.30	$0.00	$8,391.97				
96	EAST AND KING	$6,215.57	$2,425.30	$0.00	$8,640.87				
97	EAST AND MAIN	$6,077.29	$2,425.30	$0.00	$8,502.59				
98	ELGAR AND LIMERIDGE	$3,737.61	$2,425.30	$0.00	$6,162.91				
99	EMERSON AND SUSSEX	$5,966.67	$2,425.30	$0.00	$8,391.97				
100	FENNELL AND HIGH	$6,077.29	$2,425.30	$0.00	$8,502.59				
101	FERRIE AND JOHN	$5,966.67	$2,425.30	$0.00	$8,391.97				
102	FRANKLIN AND UPPER SHERMAN	$5,966.67	$2,425.30	$0.00	$8,391.97				
103	GAGE AND PRIMROSE	$5,966.67	$2,425.30	$0.00	$8,391.97				
104	GARROW AND GARTH	$6,215.57	$2,425.30	$0.00	$8,640.87				
105	GLENDALE AND KING	$6,077.29	$2,425.30	$0.00	$8,502.59				
106	GLENHOLME AND KING	$6,215.57	$2,425.30	$0.00	$8,640.87				
107	GROSVENOR AND MAIN	$5,966.67	$2,425.30	$0.00	$8,391.97				
108	HADDON AND STIRLING	$6,104.95	$2,425.30	$0.00	$8,530.25				
109	HERKIMER AND LOCKE	$6,215.57	$2,425.30	$0.00	$8,640.87				
110	HUNTER AND LOCKE	$5,966.67	$2,425.30	$0.00	$8,391.97				
111	HUNTER AND WALNUT	$3,505.30	$2,425.30	$0.00	$5,930.60				
112	INCHBURY AND YORK	$6,077.29	$2,425.30	$0.00	$8,502.59				
113	INVERNESS AND UPPER WELLINGTON	$6,104.95	$2,425.30	$0.00	$8,530.25				
114	JAMES AND PICTON	$6,353.85	$2,425.30	$0.00	$8,779.15				
115	JAMES AND SIMCOE	$6,353.85	$2,425.30	$0.00	$8,779.15				
116	JOHN AND PICTON	$6,077.29	$2,425.30	$0.00	$8,502.59				
117	KING AND HADDON	$5,828.39	$2,425.30	$0.00	$8,253.69				
118	KING AND LONDON	$6,077.29	$2,425.30	$0.00	$8,502.59				
119	KING AND MAPLE	$5,828.39	$2,425.30	$0.00	$8,253.69				
120	KING AND PEARL	$3,505.30	$2,425.30	$0.00	$5,930.60				
121	LAWFIELD AND MOHAWK	$5,966.67	$2,425.30	$0.00	$8,391.97				
122	LIMERIDGE AND LOCKTON	$6,215.57	$2,425.30	$0.00	$8,640.87				
123	LIMERIDGE AT ST JEROMES SCHOOL	$6,215.57	$2,425.30	$0.00	$8,640.87				
124	LOTTRIDGE AND ROSEMOUNT	$5,966.67	$2,425.30	$0.00	$8,391.97				
125	MAIN AND PEARL	$3,505.30	$2,425.30	$0.00	$5,930.60				
126	MAIN AT 1940	$20.66	$2,425.30	$0.00	$2,445.96				

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127	MAPLEWOOD AND SPRINGER	$6,215.57	$2,425.30	$0.00	$8,640.87				
128	MELVIN AT HILLCREST SCHOOL	$5,966.67	$2,425.30	$0.00	$8,391.97				
129	MOHAWK AND MOXLEY	$3,654.64	$2,425.30	$0.00	$6,079.94				
130	MOHAWK AND RICE	$6,077.29	$2,425.30	$0.00	$8,502.59				
131	MOHAWK AND SANATORIUM	$5,828.39	$2,425.30	$0.00	$8,253.69				
132	MUNROE AND WENTWORTH	$5,966.67	$2,425.30	$0.00	$8,391.97				
133	NINTH AND UPPER GAGE	$6,077.29	$2,425.30	$0.00	$8,502.59				
134	NINTH AND UPPER OTTAWA	$6,077.29	$2,425.30	$0.00	$8,502.59				
135	ONTARIO AND STINSON	$5,828.39	$2,425.30	$0.00	$8,253.69				
136	PARKDALE AT PARKDALE SCHOOL	$6,104.95	$2,425.30	$0.00	$8,530.25				
137	QUIGLEY AND VEVEERS	$6,077.29	$2,425.30	$0.00	$8,502.59				
138	QUIGLEY AT TH&B TRACKS	$5,966.67	$2,425.30	$0.00	$8,391.97				
139	QUINN AND STONECHURCH	$6,215.57	$2,425.30	$0.00	$8,640.87				
140	RIFLE RANGE AND WHITNEY	$6,104.95	$2,425.30	$0.00	$8,530.25				
141	ROXBOROUGH AND STRATHEARNE	$5,828.39	$2,425.30	$0.00	$8,253.69				
142	SANATORIUM AND UPPER PARADISE	$6,077.29	$2,425.30	$0.00	$8,502.59				
143	SOUTHAMPTON AND UPPER SHERMAN	$6,104.95	$2,425.30	$0.00	$8,530.25				
144	STINSON AND WELLINGTON	$3,654.64	$2,425.30	$0.00	$6,079.94				
145	TENTH AND UPPER OTTAWA	$5,828.39	$2,425.30	$0.00	$8,253.69				
146	THORLEY AND UPPER GAGE	$6,215.57	$2,425.30	$0.00	$8,640.87				
147	TYRONE AND WEST 5TH	$3,820.58	$2,425.30	$0.00	$6,245.88				
148	WALNUT AND YOUNG	$5,828.39	$2,425.30	$0.00	$8,253.69				
	HAMILTON TOTALS	$814,425.30	$358,944.40	$0.00	$1,173,369.70				

APPENDIX A - SCHOOL CROSSING GUARD LOCATIONS - CURRENT STATUS - 1992 JANUARY 1.

	LOCATION	APPROX WAGES VACATION BENEFITS	APPROX PROGRAM ADMIN	APPROX 7% OVERHEAD ADMIN	APPROX TOTAL COST 1992	ORIGIN OF REQUEST	APPROX STUDY DATE	TECHNICAL RECOMMENDATION	YEAR IMPLEM.
	STONEY CREEK								
1	BARTON AND MOUNTAINVIEW	$3,650.57	$2,425.30	$169.77	$6,245.64				
2	CARLA AND GREEN	$3,484.64	$2,425.30	$169.77	$6,079.71				
3	CENTENNIAL AND RANDALL*	$3,484.64	$2,425.30	$169.77	$6,079.71				
4	COLLEGIATE AND GRAYS	$5,946.01	$2,425.30	$169.77	$8,541.08				
5	DEWITT AND GLENASHTON	$5,946.01	$2,425.30	$169.77	$8,541.08				
6	DEWITT AND MACINTOSH	$5,807.73	$2,425.30	$169.77	$8,402.80				
7	GATESTONE AND PARAMOUNT	$5,807.73	$2,425.30	$169.77	$8,402.80				
8	GORDON DRUMMOND AND ISAAC BROCK	$3,716.95	$2,425.30	$169.77	$6,312.02				
9	GORDON DRUMMOND AND KENNARD	$5,807.73	$2,425.30	$169.77	$8,402.80				
10	GREEN AND HEMLOCK	$3,484.64	$2,425.30	$169.77	$6,079.71				
11	GREENFOREST AND KING	$5,807.73	$2,425.30	$169.77	$8,402.80				
12	GREYS AND KING	$6,056.63	$2,425.30	$169.77	$8,651.70				
13	GREYS AND ROXBOROUGH	$6,084.29	$2,425.30	$169.77	$8,679.36				
14	HIGHWAY 8 AND KILBOURNE	$6,084.29	$2,425.30	$169.77	$8,679.36				
15	HIGHWAY 8 AND ST FRANCIS	$5,807.73	$2,425.30	$169.77	$8,402.80				
16	HIGHWAY 8 AND WINONA	$6,084.29	$2,425.30	$169.77	$8,679.36				
17	IRENE AND QUEENSTON	$5,946.01	$2,425.30	$169.77	$8,541.08				
18	ISAAC BROCK AND JOHN MURRAY	$3,633.98	$2,425.30	$169.77	$6,229.05				
19	KING AND LAKE	$6,084.29	$2,425.30	$169.77	$8,679.36				
		$98,725.89	$46,080.70	$3,225.65	$148,032.24				

APPENDIX A - SCHOOL CROSSING GUARD LOCATIONS - CURRENT STATUS - 1992 JANUARY 1.

	LOCATION	APPROX WAGES VACATION BENEFITS	APPROX PROGRAM ADMIN	APPROX 7% OVERHEAD ADMIN	APPROX TOTAL COST 1992	ORIGIN OF REQUEST	APPROX STUDY DATE	TECHNICAL RECOMMENDATION	YEAR IMPLEM.
	DUNDAS								
1	ALBERT AND KING	$3,484.64	$2,425.30	$169.77	$6,079.71				
2	ALMA AND SYDENHAM NEW 91-02-28	$3,484.64	$2,425.30	$169.77	$6,079.71				
3	ANN AND CREIGHTON	$6,084.29	$2,425.30	$169.77	$8,679.36				
4	BOND AND KIND-DUNDAS NEW 91-01-07	$5,807.73	$2,425.30	$169.77	$8,402.80				
5	CAMERON AND YORK	$5,946.01	$2,425.30	$169.77	$8,541.08				
6	CREIGHTON AND GOVERNORS	$6,194.91	$2,425.30	$169.77	$8,789.98				
7	CREIGHTON AND KEMP	$5,807.73	$2,425.30	$169.77	$8,402.80				
8	DUNDANA AND OLD ANCASTER	$5,807.73	$2,425.30	$169.77	$8,402.80				
9	MELVILLE AND SYDENHAM	$6,056.63	$2,425.30	$169.77	$8,651.70				
		$48,674.31	$21,827.70	$1,527.94	$72,029.96				
	ANCASTER								
1	DUNHAM AND HIGHWAY 2	$3,567.61	$2,425.30	$169.77	$6,162.68				
2	FIDDLERS GREEN AND JERSEYVILLE	$5,807.73	$2,425.30	$169.77	$8,402.80				
3	GOLFLINKS AND SEMOUR PATH	$5,807.73	$2,425.30	$169.77	$8,402.80				
4	JERSEYVILLE AND LLOYMIN	$6,084.29	$2,425.30	$169.77	$8,679.36				
5	MCNIVEN AT ROUSSEAUX SCHOOL	$5,946.01	$2,425.30	$169.77	$8,541.08				
6	MOHAWK AND MCNIVEN	$3,484.64	$2,425.30	$169.77	$6,079.71				
		$30,698.00	$14,551.80	$1,018.63	$46,268.43				
	FLAMBOROUGH								
1	HAMILTON AND HIGHWAY 5	$3,799.92	$2,425.30	$169.77	$6,394.99				

6.

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED
APR 1 1992
CITY CLERKS

DATE: 1992 March 27

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo,
Acting Director of Public Works

SUBJECT: 1992 Proposed Road and Sidewalk
Capital Improvement Programme

RECOMMENDATION:

a) That the proposed 1992 Road and Sidewalk Capital Improvement Programme in the amount of seven million, eight hundred and twenty thousand dollars ($7,820,000.) be approved; and,

b) That the Commissioner of Transportation/Environmental Services be authorized to undertake the works on behalf of the City of Hamilton once all necessary approvals have been received.

D. Lobo,
Acting Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendations".

BACKGROUND:

The Draft 1992 to 1996 Capital Budget makes a provision in the amount of seven million, eight hundred and twenty thousand dollars ($7,820,000.) for the reconstruction of roads and sidewalks in the City of Hamilton in 1992. The estimated subsidy from the Ministry of Transportation is two million, five hundred and two thousand dollars ($2,502,000.) and the net cost for the City is estimated at five million, three hundred and eighteen thousand dollars ($5,318,000.). The proposed programme for 1992 is divided into the following sections:

...../2

a) Roads and Abutting Sidewalks
b) Sidewalks on Regional Roads
c) Sidewalk (Reconstruction and Repair) with Road Resurfacing
d) Sidewalks Only
e) Miscellaneous Projects
f) Supplementary List

The Projects in the Programme have been reviewed by the Public Works, Roads, Traffic, Planning, Transportation Departments and the Utility Companies. All of the necessary work on the underground and overhead services will be undertaken prior to or at the time of the road reconstruction. In this regard, under the section of Miscellaneous Projects, we have included Hamilton Hydro-Electric System's proposed Streetlighting Programme, the bulk of which is to be done in conjunction with this Programme.

The revisions that have been made to the Programme since the December, 1991 submission are as follows:

1) Beaucourt Place - Lower Horning to east end, road and sidewalk reconstruction in conjunction with work being done on Beaucourt Road.

2) Whitney Avenue - road and sidewalk reconstruction. Easterly limit shortened to Lower Horning Road to coincide with Regional sewer works.

3) Sherman Avenue - Burlington to Barton - sidewalks both sides in conjunction with Regional road and sewer works.

4) Upper Ottawa Street - from North of Mohawk to South of Fennell - sidewalks both sides in conjunction with Regional road works.

5) Jones Street - from Dundurn Street to the West End - sidewalks only moved to first priority on the Supplementary List.

6) Adair Avenue - from Central Avenue to Lucerne Avenue - sidewalk reconstruction and road resurfacing moved to second priority on the Supplementary List.

7) Emerson Avenue - from Dundurn Street to the West End - sidewalks only moved to third priority on the Supplementary List.

8) Fieldway Drive - Cardinal to East End - Sidewalk reconstruction and road resurfacing. Moved to fourth priority on Supplementary List.

...../3

9) Julian Avenue - Britannia to Roxborough - sidewalk reconstruction and road resurfacing. Moved to fifth priority on Supplementary List.

10) East 16th - Fennell to Howe - delayed to 1993 in conjunction with Regional watermain construction.

11) Pavement Management System which involves inspection and testing of all City streets to develop an optimum strategy for the rehabilitation of the roadways has been included as a project.

12) The Supplementary List has been prioritized and will be done in the order shown if residual funds are available.

All Streets requiring reconstruction in the Programme have been identified in the latest Road Needs Study as "now deficient" or requiring construction in the next one to five years as per the criteria established by the Ministry of Transportation of Ontario. Those roads requiring construction in the one to five year range will be undertaken in conjunction with sewer/watermain work as higher priority within the Programme is assigned to streets where storm, sewer and/or watermain construction is proposed by the Region. Through this co-ordination of various construction activities in addition to cost-savings significantly less disruption to the area residents and the travelling public will be achieved.

Based on the above considerations the proposed 1992 Capital Improvement Programme is as shown on attached Schedule 'A'.

RPM:bk
RPM

cc: I. R. Hammel, Acting City Treasurer
Treasury Department

E. M. Gill, Senior Director
Roads Department

SCHEDULE 'A'

CITY OF HAMILTON
1992 ROAD AND SIDEWALK IMPROVEMENT PROGRAMME

A. Roads and Abutting Sidewalks

STREET	FROM	TO	COMMENTS
Beaucourt Place	Lower Horning	East End	
Beaucourt Road	West End	Lower Horning	in conjunction with sewer work
Centennial Parkway	Vicinity of Arrowsmith Road		road widening
Cline Avenue	Paul	South End	in conjunction with sewer work
Clinton Street	Lottridge	Sherman	in conjunction with sewer work
Crestwood Drive	David	David	in conjunction with watermain work
Dalewood Avenue	Westwood	Haddon	in conjunction with sewer work
David Avenue	Fennell	South Bend	in conjunction with watermain work
Gary Avenue	Dalewood	Westwood	in conjunction with sewer work
Inchbury Street	York	Florence	in conjunction with sewer work
Lower Horning	Harold	Purvis	in conjunction with sewer work
MacNab Street	Mulberry	Stuart	in conjunction with sewer and watermain work
Mericourt Road	Lower Horning	Purvis	in conjunction with sewer and watermain work
Rebecca Street	John	Wellington	in conjunction with sewer and watermain work
Whitney Avenue	Lower Horning	Main	in conjunction with sewer work ,
Windermere Road	Parkdale	Easterly	asphalt overlay and drainage works
Wood Street	James	Bay	in conjunction with sewer work

...../2

B. Sidewalks on Regional Roads

STREET	FROM	TO	COMMENTS
Kenilworth Avenue	Barton	King	both sides
King Street	Main	Cochrane	both sides
Main Street	Gary	Hwy 403 bridge (east of Paradise)	both sides
Sherman Avenue	Burlington	Barton	both sides
Upper Ottawa Street	156m South of Fennell	151m North of Mohawk	both sides
Wilson Street	Cathcart	Sanford	both sides

C. Sidewalks (Reconstruction and Repair) with Road Resurfacing

STREET	FROM	TO	COMMENTS
Beach Road	Ottawa	Kenilworth	road resurface, curb and joint repairs (Dofasco cost-sharing)
Bond Street	King	Main	road overlay independent curbs
Charlotte Street	Montrose	North End	road resurface
Dofasco Road	Beach	Kenilworth	road and curb repairs (Dofasco cost-sharing)

D. Sidewalks Only

STREET	FROM	TO	COMMENTS
Park Row	King	Main	
Pearl Street	Bold	C.P. Line	surface treated road

E. Miscellaneous Projects

STREET	FROM	COMMENTS
Limeridge Road	Easterly Entrance to Limeridge Mall	construct Traffic Island
Mount Albion	East Side Vicinity of Golf Course	slope Stabilization
Sanatorium Road	North of Scenic Drive, West Side	slope Stabilization
Streetlighting	Various Locations	upgrades in conjunction with roadworks

...../3

E. Miscellaneous Projects Cont'd...

STREETS	FROM	COMMENTS
Pavement Management System	All City Streets	inspection and testing on City streets to develop optimum rehabilitation strategy

F. Supplementary List (Projects to be done if residual funds are available)

STREET	FROM	TO	COMMENTS
Jones Street	Dundurn	West End	sidewalk reconstruction (surface-treated road)
Adair Avenue	Central	Lucerne	road resurface and sidewalk reconstruction
Emerson Avenue	Ainslie	South End	sidewalk reconstruction (surface-treated road)
Fieldway Drive	Cardinal	East End	road resurface and sidewalk reconstruction
Julian Avenue	Britannia	Roxborough	road resurface and sidewalk reconstruction
Maple Avenue	King	Ottawa	reconstruct road and sidewalks
Montrose Avenue	Kimberly	Rosedale	reconstruct road and sidewalks
Cottrill Street	Main	Sanders	reconstruct road and sidewalks
Duncombe Avenue	East 16th	Holt	reconstruct road and sidewalks
East 14th	Inverness	North End	reconstruct road and sidewalks
Malta Drive	Montrose	Dunkirk	reconstruct road and sidewalks
Warren Avenue	South Bend	Fennell	reconstruct road and sidewalks
Rennie Street	Parkdale	Waterloo	reconstruct road and sidewalks
Nottingham Avenue	Tenth	Winchester	reconstruct road and sidewalks
MacNab Street	Bold	Hurst	reconstruct road and sidewalks
Macauley Street	John	Wellington	reconstruct road and sidewalks
Sanders Boulevard	West Park	Norfolk	reconstruct road and sidewalks

7.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 March 31

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: J. J. Schatz
City Clerk

SUBJECT: **CITIZEN APPOINTMENTS - PEDESTRIAN SAFETY ADVISORY SUB-COMMITTEE**

RECOMMENDATION:

That the Transport and Environment Committee take appropriate action to fill the two (2) citizen member vacancies on the Pedestrian Safety Advisory Sub-Committee.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

City Council at its meeting held 1992 February 11 established the Terms of Reference and composition of the Pedestrian Safety Advisory Sub-Committee.

The two citizen member positions on this committee were advertised in the Spectator and attached are the letters of application received for citizen appointment.

Attached

PEDESTRIAN SAFETY ADVISORY SUB-COMMITTEE

2 TO BE APPOINTED
(for a term to expire 1994 November 30)

COMPOSTION	MEMBERS WHOSE TERM OF OFFICE EXPIRES	TERM OF OFFICE
- Chairperson and one member of the Transport and Environment Committee - one representative of the Hamilton Automobile Club; and - one staff representative of the Board of Education for the City of Hamilton; and - one staff representative of the Hamilton-Wentworth Roman Catholic Separate School Board; and - one representative of the Hamilton Safety Council; and - one representative of the Council on Road Trauma; and - two citizen members at large; and - staff (non-voting members) of the Traffic, Regional Engineering and Regional Police Departments		

APPLICANTS:

1. **Paul Benvenuti**, 135 Dufferin Street, Hamilton, L8S 3N5
2. **John Harry Boniface**, 44 William Johnson Street, Stoney Creek, L8J 1B6 **(received late)**
3. **Peter M. Crockett**, 292 East 21st Street, Hamilton, L8V 2T9
4. **Todd Harris**, 415 Cannon Street East, Hamilton, L8L 2C7
5. **Troy Kerr**, 371 Upper Wentworth Street, Hamilton, L9A 4T4
6. **Angela Maloch**, C/o 25 Mapleside Avenue, Hamilton, L8P 3Y4
7. **Donald McGilligan**, 1044 Beach Blvd., Hamilton, L8H 6Z4
8. **Wendy Moore Spors**, 14 Miles Court, Hamilton, L8P 4G6

(1)

03.16.92.

Mr. Paul Benvenuti
135 Dufferin St.
Hamilton Ontario
L8S 3N5
{416} 527-3171

City Clerk- Mr. J. J. Schatz:

RE: Pedestrain Safety Advisory Committee.

Please accept this letter as my application to become an active member of the **Pedestrain Safety-Advisory Committee**. In this note will share with you my qualifcations for this position by highlighting my Civic past, present, accomplishments and my Future goals.

" Experience is not what happens to someone.
It's what this person does with what happens to them." Aldous Huxley

I have lived in Hamilton for 25 (twenty-five) years and during this time my principal mode of "**COMMUTING**" is via "**PED-POWER**" (Walking & Cycling). To work, shop and as well for recreation purposes. I have trekked much of this region under all weather conditions- throughout the year. During this time- I have been able to observe, learn, and talk to different people about issues that affect their "**PED-COMMUTE**" in and around the Hamilton Wentworth area.
My Civic duties include: The Regions Bike Route Advisory Committee. *Chair.*: Douglas Berquist // formally Councilor Terry Cooke. As a Member of this committee I have made numerous contributions to this group. This has included discussion, coloring maps, and as well submitting written work. As well I have expressed some ideas at a number of the City of Hamilton Bike Ways Committee meetings. *Chair.*: Robert Brown. Also have made submissions to the Regions 20/20 Task Force pertaining to local pedestrains/commuters: concerns, and have "Sat-In" to sessions of the Keep Hamilton Clean Committee.

Together we can work on improving the Well-Being of Hamilton Wentworth Citizens Future.

Thank you, and please feel free to contact me at your earliest convience.

Paul Benvenuti

RECEIVED
MAR 16 1992
CITY CLERKS

(2)

RECEIVED

MAR 27 1992

CITY CLERKS

John H. Boniface
44 William Johnson Street
STONEY CREEK, Ontario
L8J 1B6

March 27, 1992

The Corporation of the City of Hamilton
CLERK'S DEPARTMENT
Mr. J. J. Schatz,
City Clerk

CITY HALL
71 Main Street West,
Hamilton, Ontario
L8N 3T4

RE: CITIZEN MEMBER APPOINTMENT:

Mr. Schatz, Ladies and Gentlemen of Hamilton Council:

Please accept this letter and the enclosed resume as my application for appointment to the **PEDESTRIAN SAFETY ADVISORY SUB-COMMITTEE** within the Corporation of the City of Hamilton.

As my resume outlines I am a resident of the Hamilton - Wentworth Region employed by our Regional Police Department. Currently, I am the Mapping Technician within the Information Services Section responsible for developing and maintaining a Street Network Geographical Mapping Database / A.M.F. of the Hamilton - Wentworth Region.
In this position, I have acquired and maintained contacts both at the Regional Level and within each Municipality to research and gather relevant geographic data for our database. Further, I have been involved in assessing information regarding proposed new street names, municipal numbering and participated in meetings initiated to resolve various street innacuracies.

Prior to my coming to the Force, I have 9 years experience as a Draftsperson and Certified Planning Technician within a Municipal Planning environment.

Further, as an educator, I am employed as an Adult Evening Instructor by the Roman Catholic School Board and the Board of Education for the City of Hamilton to teach classes in Computer software.

I would ask your consideration for appointment to this Committee not only on the merits of my Educational, Municipal and Planning background but also my strong desire to serve the Community in a positive and constructive way.

Please direct all written correspondence to my home and when a decision to grant me the opportunity of an interview is made, I would ask you contact me at 546-4787 during working hours or in the evenings at 560-3762.

Yours sincerely,

John H. Boniface

1. PERSONAL DATA:

JOHN HARRY BONIFACE

Residence:	44 William Johnson Street, STONEY CREEK, Ontario, L8J 1B6
Telephone:	Residence: (416) 560-3762 Business: (416) 546-4787
Date of Birth:	September 30, 1947.
Health:	Excellent - Non Smoker

2. KNOWLEDGE:

EDUCATION: - Completed Grade 13 Mathematics A and History.

Mohawk College of Applied Arts and Technology: - Hamilton, Ontario.

• Architectural Technicians Program:	1968 - 1970	Diploma Awarded.
• Management Communications Program:	1982 - 1984	Certificate Awarded.
• Computer Graphics: - CAD/CAM	Summer 1983	Course Completed.
• Computer Studies:		
- Basic Fundamentals	1983 - 1984	Course Completed.
- Cobol Programming	1984 - 1985	Course Completed.

Mc Master University / Waterloo University: - 1971 to present.

- Current accreditation - Second Year Bachelors Degree - Geography Major.

Corporate / Evening Studies:

• Word Processing: - Digital DECmate III Basic and Advanced	Summer 1988	Certificate Awarded.
• Word Processing: - WordPerfect 5.0 Basic Introduction	Winter 1989	Certificate Awarded.

3. WORK HISTORY - FULL TIME

EXPERIENCE:

Hired by the Hamilton Regional Police serving in various capacities including Communications Operator, Word Processing Operator and currently Mapping Technician.
- November 1, 1984 to Present.

- Organized and managed an Automated Mapping Facilities Management Street Network Base (G.I.S.) of the Hamilton-Wentworth Region utilizing a Statistics Canada Area Master File. Mandate included providing overall technical support through gathering, analyzing and evaluating raw geographic data for implementation acquired from sources developed and maintained within Municipal, Provincial and Federal centres.

- Researched and produced a complete In - House / Statistics Canada acknowledged Procedures Manual outlining A.M.F./ G.I.S. Project Methodology, Maintenance Strategies, Editing and Verification processes.

- Researched, organized and produced an In-House V.A.X. Computer Users Guide outlining Basic User / Equipment Information; Current application problems and solutions; Computer Testing methods and Hardware maintenance.

- Tested, documented and prepared preliminary User Guide-lines and Procedures of the Personnel and Stores applications for authorized interdepartmental personnel.

- Researched and produced an Information Booklet on Municipal Numbering Systems outlining acquisition sources, number assignment and factors affecting overall distribution.

Hired by the Hamilton and District Labour Council "HELP CENTRE" as a Research Statistician / Analyst.

- April 2, 1984 to June 2, 1984.

- Researched and produced a comprehensive Analytical / Demographic Study for the Hamilton and District Labour Council's 'HELP CENTRE' based on the economic and social trends of their clients.

Hired by The Corporation of the City of Burlington Planning Department as a Planning Technician - Draftsperson.

- December 9, 1974 to April 1, 1983.

- Researched, accumulated and prepared background information including Zoning By-Law, Subdivision, Ward, Assessment and Geographical data required to support Staff reports, Public meetings, Advisory Committees and several Major Studies.

- Several years experience in Drafting and Graphics having the ingenuity to think creatively; design and construct multi-purpose displays including working models for Staff / Public meetings; produce innovative / illustrative material to support Council Agenda's and other Municipal documents upon request.

- Correspond competently in writing with various levels of Staff within a Corporate structure and communicate effectively by telephone or in person with Business Professionals or the General Public.

- Initiated, designed and developed a Schematic Information System for the members of the Burlington Committee of Adjustment to assist in determining application locations. Eventually implemented within C.O.A. Agenda format.

4. WORK HISTORY - PART TIME

EXPERIENCE:

Hired by the Hamilton-wentworth Roman Catholic Separate School board as an Adult Education Instructor.

- September 9, 1989 to Present.

- Continuing to conduct a 10 week Adult evening Course in WordPerfect Word Processing Software at Cardinal Newman Highschool.
  Expertise included the preparation of a complete Course Outline.

Hired by the Board of Education for the City of Hamilton as an Adult Education Instructor.

- September 9, 1989 to Present.

- Continuing to conduct a 10 week Adult evening Course in WordPerfect Word Processing Software at Hill Park Secondary School.

Hired by the Corporation of the City of Hamilton - Hamilton Entertainment Convention Facilities Inc., (H.E.C.F.I.) as a Ticket Officer.

- September 9, 1989 to Present.

- Advised and expedited guests and members of the General Public to specified locations within the facilities.

5. ACQUIRED SKILLS:

(a) COMPUTER / E.D.P.

V.M.S. / Digital & Apple & I.B.M. Computer Environments:

- Operate a Digital DECmate Word Processor as a standalone and function in WPS software.
- Operate a Lanpar 3210 "Dumb Terminal" and function in the V.A.X. Digital Editor and customized Text Processing Utility (T.P.U).
- Interact between the Word Processor and an 11/780 VAX Mainframe through a Communications Network.
- Operate an Apple MacIntosh IIcx and function in MicroSoft Word Software.
- Acquire limited experience in Computer Graphics software including DrawPerfect, PaintPlus and First Publisher.
- Operate an I.B.M. computer and function in WordPerfect 5.0 / 5.1 software. Limited experience in Lotus 1,2,3 and DBase software.

(b) MARKETING / ADVERTISING.

- **Ontario Police Journal Magazine:**
  Negotiate $ 10,000.00 + worth of advertising from Local Businesses and Multi-National Corporations as their Niagara Marketing Representative.
  Experience included customer billing, collection of outstanding accounts and the preparation of an Income and Expense Report for the Editor in Chief.

- **Behind the Badge:**
  Compose advertising literature to successfully negotiate 300 + sales orders as the Marketing / Sales Director for the Force Historian in the promotion and distribution of his first book.

- **International Police Association Magazine:**
  Negotiate advertising from Local Businesses and Canadian Corporations as an authorized Sales Representative.

6. EXTRA CIRCULAR AND WORK RELATED ACTIVITIES:

- As an Executive member of a the Canadian Association of Certified Planning Technicians be responsible for the development and implementation of an effective Financial Control System where none had existed before. Currently retired to member status only.

- Receive from the City of Burlington 3 Suggestion of Merit Awards for Public / Employee Safety and Cost Reduction methods.

- Serve on several Volunteer Groups, Sports Organizations and Executive Bodies as President, Chairman, Treasurer, Recording Secretary, Manager, Coach and Consultant.

- Managed the City of Burlington Planning Department United Way campaign for many years.

- Generate creative promotional material and initiate personal contact to maximize staff participation in many Social Events including the Annual City Christmas Dance.

7. REFERENCES:

- Letters of Recommendation and Personal References upon request.

(3)

March 22, 1992

RECEIVED
MAR 25 1992
CITY CLERKS

Mr. J.J. Schatz
City Clerk
City of Hamilton
City Hall
71 Main Street West
HAMILTON, Ontario
L8N 3T4

Dear Mr. Schatz:

Re: Pedestrian Safety Advisory Sub-Committee

In response to your recent advertisement in The Spectator, please accept this letter and the attached resume as formal application for appointment to the Pedestrian Safety Advisory Sub-Committee.

I believe that my professional qualifications could be a very valuable asset to the Sub-Committee and its work. In my current position with the Region of Peel, pedestrian safety on Regional Roads is an issue which I must address quite often. As such, I have a working knowledge of the Highway Traffic Act, and the responsibilities the Act places on both pedestrians and drivers. I also have a professional desire to help the committee provide sound advice that properly utilizes the traffic controls available. In addition, I am aware of current traffic signal technology, signal timing theory, and new pedestrian signal proposals being studied within the industry. I also have strong beliefs in the role driver and pedestrian education can and must play in any successful pedestrian safety programme.

On a personal level, as the father of three small children and a Hamilton native I have a significant interest in our community and the safety of its pedestrians.

Thank you for your consideration. If you would like to discuss my qualifications and interest further, please do not hesitate to contact me.

Yours truly,

Peter M. Crockett,P.Eng.

/pmc

PETER M. CROCKETT, P.Eng.

292 East 21 Street
Hamilton, Ontario
L8V 2T9

Residence: 383-5810
Business: 791-9400
ext. 4376

WORK EXPERIENCE

June 1990 - Present

Manager, Traffic, Operations Division, Public Works Department, Regional Municipality of Peel, Supervisor: M.D. Zamojc, P.Eng.

My responsibilities include the overall management and supervision of the Traffic Engineering function at the Region of Peel. The effective management of the section requires strong technical, decision making, managerial, financial and communication skills.

The Traffic Section's function includes:

- the design, construction, maintenance and operation of over 200 signalized intersections, most of which operate under a central computer system;
- the design and construction of street lighting;
- sign shop operations;
- pavement marking;
- development review;
- operational studies: and,
- liaising with the area municipalities, members of Council, Police Authorities, the Ministry of Transportation and the public.

The section includes a staff of 22 and a total budget in excess of $3 million (1991).

October 1988 - June 1990

Senior Transportation Engineer, Transportation Policy Division, Planning Department, Regional Municipality of Peel, Supervisor: D.H.C. Thwaites, P.Eng.

My responsibilities as a manager in the Region of Peel pertained to the management and co-ordination of the operational planning aspects of the Transportation Policy Division's work program. Some of the activities of my section included:

- undertaking the appropriate technical assessment of all official plan amendments, secondary plans, plans of subdivision, site plans, re-zoning applications and traffic impact studies as part of the development review process at the Region. This included, where warranted, the establishment of conditions of draft approval and the staging of developments with regard to the transportation system.

- undertaking and/or participating in individual and class environmental assessments in accordance with the provisions of the Environmental Assessment Act of Ontario. This includes the management of project staff and consultants and the associated budget control.

- undertaking and/or participating in the preparation of functional plans for roadway and transit facilities.

- undertaking and/or participating in a variety of transportation planning and operational planning studies.

- the budgeting, planning, preparation and management of the Region's Biennial Screenline/Cordon Count Program.

I have also provided expert witness testimony to the Environmental Assessment Board of Ontario.

While in this position I served as Acting Director of the Transportation Policy Division for over 4 months during the Director's extended absences. As Acting Director I was responsible for the overall development, co-ordination and management of the Transportation Policy Division at the Region being responsible for identifying and protecting Regional interests as they pertain to all modes of transportation.

This position with the Region of Peel required strong technical, communication and time management skills. Strong interpersonal skills are also imperative due to the extensive liaison with the Area Municipalities, the adjoining Regions, Go Transit, the Ministry of Transportation, Transport Canada, area politicians, the consulting industry and the public at large. I also worked hard to further develop my supervisory and management skills.

August 1986 - October 1988

Teaching Master, Mohawk College of Applied Arts and Technology, Transportation Engineering Technology Program, Supervisor: J. Andrew Sharp, P.Eng.

As a Teaching Master with Mohawk College's Transportation Engineering Technology Program I taught a wide variety of Transportation Engineering courses. The courses included Traffic Engineering, Transportation Planning, Travel Demand Modelling, Transit Planning and Operations and Geometric Design at both the introductory and senior levels of the program. I believe my experience at Mohawk College helped me to further develop my skills in very important areas. Teaching taught me to manage people in an effective manner, how to teach them skills and how to motivate them. I also enhanced my understanding of the theories and principles of Transportation Planning and Engineering thereby improving my abilities to apply them in the field. As well, the experience provided me with an opportunity to research and teach some of the legislation and associated mechanisms which govern the approval and funding of Public Works facilities in the Province of Ontario. My teaching experience helped to enhance my oral communication and time management skills.

June 1981 - August 1986

Transportation Engineer, Transportation Department, City of Edmonton, Supervisor: G. Chan, P.Eng.

As a graduate engineer, I was given the unique opportunity to experience all facets of the Transportation Engineering field.

Some of the skills I developed while employed with the City of Edmonton included:

- strong oral and written communication skills
- effective supervisory skills
- strong interpersonal skills
- extensive microcomputer skills and
- diverse technical skills

While in Edmonton I worked in a number of areas within the Transportation Engineering field. Some of the projects included:

- the development, analysis, evaluation and functional design of alternative transportation improvements, including; new facilities and Transportation System Management measures applicable to existing facilities. These studies included a full public participation program, extensive documentation and Council adoption of the recommended plan,

- travel demand modelling using CONTRAM, MICROTRIPS and EMME/2 software packages (road and transit),

- signalized intersection analysis using the Canadian Capacity Guide for Signalized Intersections and the associated microcomputer software package SINTRAL,

- the technical review of development applications,

- involvement in a number of comprehensive travel data collection projects,

- a technical review of the merits of trolley bus operation in the City of Edmonton,

- a technical audit of Edmonton's transit service,

- the preparation of Edmonton's annual transit signal program,

- the preparation of Edmonton's five year transit service, surface fleet and garage requirements,

- completion of numerous transit route planning assignments as part of the regular sign up development, review and approval process,

- participated in the review and co-ordination of the special events transit service for Edmonton Eskimo football games,

- completed various studies related to the justification for and the functional design of off-street transit centres, and

- completed numerous transit operational planning assignments, including route detour development; the evaluation of transit centre operations and a review of the need and justification for trolley overhead improvements.

In addition to the technical experiences I gained while at the City of Edmonton, I also developed an ability to work with other government agencies and the general public. Many of the projects I was involved in required input from other city departments, the Provincial and Federal Governments and an extensive public participation program.

PROFESSIONAL AFFILIATIONS

Licensed Professional Engineer in the Province of Ontario. Registration Number 09886508.

Member, Institute of Transportation Engineers. Registration Number 19141.

Member Municipal Engineers Association.

COMMITTEE PARTICIPATION

Member, Public Works Joint Health and Safety Committee

Official Friend of the Committee on The Canadian Capacity Guide For Signalized Intersections, an ITE committee.

Member, ITE's Transit Council and Transportation Planning Council

Member, Transportation Engineering Technical Advisory Committee, Mohawk College of Applied Arts and Technology

Member, Ministry of Transportation's Signal Chapter Review Committee

EDUCATION

1991 - Iaccoca Formula - a one day management skills seminar sponsored by the Region of Peel

- Budgeting Skills - a one day budget skills development opportunity through National Seminars of Canada

1990 - Reaching For Excellence - a two day management techniques seminar sponsored by the Region of Peel

- Discharge and Discipline - a one day seminar sponsored by the Region of Peel

1989 - The Human Rights Code - a one day seminar sponsored by the Region of Peel

- The Challenge of Change - a one day management techniques seminar sponsored by the Region of Peel

1988 - National Coaching Certificate Program - Level 1 Coaching Theory

1982 - Civil Engineering 614, University of Alberta - a graduate level course in Transportation Engineering

- Urban Street System Design, Traffic Institute, Northwestern University, Evanston Illinois

1981 - Project Management, a three day developmental opportunity sponsored by the City of Edmonton

- Effective Business Meetings, a two day developmental opportunity sponsored by the City of Edmonton

- Bachelor of Engineering (Civil), McMaster University, Hamilton, Ontario

PERSONAL REFERENCES ARE AVAILABLE UPON REQUEST

(4)

Mr.J.J. Schatz
City Clerk
City Hall
71 Main st. West
Hamilton Ontario
L8N 3T4

March 18,1992

RECEIVED
MAR 20 1992
CITY CLERKS

Dear Mr.Schatz,

I am interested in applying for the position on the pedestrian safety advisory sub-committee.

I attended the public meeting on Pedestrian and traffic safety back on April 8 of last year and expressed a facet of concern with road markings.

Working on M.T.O and municipal roads,I've learned of the technical importance of safty.

Presently I am Head of Operations for Empery Road Services, which have developed a reflective coating system for galvanized guide rails,a system soon to be introduced. I have worked with the City and Region in conjunction with permanently removing lane lines for the expansion of roads as well as cross-walk lines for widening. This experience gives me alot of insight into traffic control and driving behavior and combined with a good grasp of common sense and innovation, it might make me a good pick.

I have also learned a bit of safety from being a longtime member of Hamilton Theatre Inc. I was in charge of 'flying' in and out backdrops for scene changes in the dark. And I am proud to say I have only wacked one person on the head. (I think the Union standard is ten times before warning.)

In all seriousness,I hope to be considered for this position and serve when ever needed. I feel I'm sure to be an asset to our city and this committee.

Thank you for consideration.

Yours truly,

Todd Harris
415 Cannon st. East
Hamilton Ont.
L8L 2C7
528-9800

RECEIVED

MAR 18 1992

CITY CLERKS

5

Mr. Troy Kerr
371 Upper Wentworth St.
Hamilton, Ontario
L9A 4T4
Ph: 388-6371

Mr. J.J.Schatz
City Clerk
Citty Hall
71 Main St. W.
Hamilton, Ontario
L8N 3T4

3/15/92

Dear Sir:

This correspondence is for your consideration for a position on the 'Pedestrian Safety Advisory Sub-Committee' as an associate Board Member.

Unfortunately, I have no formal resume to enclose, however my sincere interest in participating in such a committee is desired because I am a frequent user of the public transportation system and an avid walker of both the city streets and public paths.

My involvement with other projects within the city would give valuable insight to your committee with new blood and that of becoming active within the community in a voluntary way.

I look forward to meeting with you so as we may discuss an appointment and my participation in same.

Sincerely

Troy K. Kerr

6

25 Mapleside Avenue,
Hamilton, Ontario,
L8P 3Y4

February 24th, 1992.

MAR - 2 1992

Mr. Kevin Christenson,
Secretary,
Transport & Environment Committee,
City Hall,
71 Main Street West,
Hamilton, Ontario.
L8M 3T4

Dear Mr. Christenson:

I wish to recommend that Angela Maloch be selected as a citizen member of the Pedestrian Safety Advisory sub-committee.

When I was president of the Home and School Association at Earl Kitchener public school, Angie was a member of the executive. I had the opportunity to observe her expertise in a number of areas including pedestrian safety.

Angie has always shown a keen interest in safety issues and together with Wendy Moore-Spors, who is also applying to become a member of the Advisory Committee, has been very instrumental in improving pedestrian safety for the children attending Earl Kitchener. With creativity, humor and a strong sense of conviction, she has been able to effectively convey her concerns as well as possible solutions. Good people skills and organizational skills contribute to her effectiveness.

As a parent with young children, I appreciate the importance of the committee you are establishing. Having witnessed the effective teamwork of Angie and Wendy, I assure you that they would be a tremendous asset to this committee.

Yours truly,

Rosaline Dean

Rosaline Dean
Past President
Earl Kitchener Home
& School Association

c.c.--Angie Maloch
Wendy Moore-Spors

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Public Health Services
25 Main Street West
4th Floor
Hamilton, Ontario
L8P 1H1

546-3500

Fax: 528-2205
528-8773

Mailing Address:
P.O. Box 897
Hamilton, Ontario
L8N 3P6

92. 02. 28

RECEIVED
MAR 5 1992
CITY CLERKS

Mr. Kevin Christianson, Secretary
Transportation and Environment Committee
Regional Municipality of Hamilton-Wentworth
Public Works Department
71 Main Street West 4th Floor
Hamilton, Ontario

Dear Mr. Christianson:

Re: Pedestrian Safety Sub Committees

This letter is to recommend Angela Maloch of Beulah Ave, Hamilton, Ontario as a excellent citizen representative for the above committee. I heard Ms. Maloch speak at a community development workshop hosted by the Nursing Division last June.

She is well informed, articulate and would make a tremendous contribution to the work of this important committee.

Sincerely,

Cathy Buffett

Cathy Buffett, RN, BScN
Nursing Supervisor

THE BRANT COUNTY BOARD OF EDUCATION

NORTH PARK COLLEGIATE-VOCATIONAL SCHOOL
North Park Street, Brantford, Ontario N3R 4L1 759-2560

February 20, 1992

TO WHOM IT MAY CONCERN:

I am the department head of Business Education at North Park Collegiate Vocational School in Brantford.

It is my pleasure to highly recommend Angela Maloch to you as a most valuable addition to your Pedestrian Safety Advisory Council.

I have worked with Mrs. Maloch for fourteen years and have always been most impressed with the extremely high degrees of motivation, enthusiasm, knowledge and commitment she continues to exhibit. Angela is an initiator and a most creative problem solver.

She has taught a wide variety of courses, grades and skill levels in our department and demonstrates excellent capabilities in adapting any subject matter to fit the special needs of special students. In addition, she has been an important member of many committes over the years, often in the role of Chairperson. Her committe work is exemplary.

Angela possesses that rare talent of expertly balancing the necessary amounts of sensitivity, direction and leadership so as to result in a friendly and positive environment for those around her. You will never see a better example of a humanitarian.

I would very much like Angela to work with my own children. I can give no higher compliment.

I remain, as you can clearly tell, most impressed with Angela and I have no hesitation in recommending her to you as a most productive member of your Council.

Yours sincerely,

Dale R. Fisher

Dale R. Fisher
Business Department Head
North Park C.-V.S.

7

Mr. J.J. Schatz
City Clerk
Hamilton City Hall
Hamilton, Ontario

March 11, 1992,

Dear Sir;

My name is Donald R. McGilligan and I am writing with regards to the appointment selection to boards and commissions for the city of Hamilton. I am appling for position on the following with great interest:

" Pedestrian Safety Advisory Sub-Committee "

Please find attached a copy of my resume. In it, a profile of my administrative and managerial experiences are discussed in detail. I am confident you will find that I possess a good range of skills and qualities that would make me an excellent candidate for selection for this committee.

I believe I have the experience and the personal commitment to really make a significant contribution to this committee and make a difference in Hamilton.

I remain

Sincerely yours

Donald R. McGilligan

DRM/enclosure

OFFICE OF THE CITY CLERK
MAR 13 1992
REC. BY ..... DATE 03/13
REF'D. TO ..... DATE 03/13
REF'D. TO ..... DATE .....
REF'D. TO ..... DATE .....
ACTION: .....

DONALD R. MCGILLIGAN

1044 Beach blvd.
Hamilton, Ontario
L8H 6Z4

(416) 549-8892

HIGHLIGHTS OF QUALIFICATIONS

- Outstanding organizational skills, with a talent for "Seeing The Big Picture".
- Competent, reliable and committed professional.
- Ability to quickly adapt to new surroundings.
- Skills in research, analysis, design and development with a special knack for solving problems.
- Strength in management of special projects and creative program design.
- Articulate and persuasive written and verbal communications.

PROFESSIONAL EXPERIENCE

Business Management

- Created, developed and managed a successful business organization.
- Built a substantial client base; sold the business as a profitable venture.
- Employed and managed a staff of 75.
- Wrote the business plan for the corporation
- defined goals and objectives
- developed cash flow break-even analysis
- directives for logistical support including budgeting, staffing, short / long term planning and training.
- Formulated policies and procedures.
- Administered and clarified daily work activities to fulfill contract requirements.
- Maintained direct communication with operations managers and key staff to assure an accurate overview of activities.

Client / Public Relations

- Acted as spokesperson for company.
- Developed an extensive network of business relationships within the community and industry alike.
- Developed a successful, professional approach to providing top quality customer service, consistently applying these principles:
  - create an atmosphere that encourages the customer to freely express concerns and complaints.
  - thoroughly and tactfully researched the potential solutions to their problems.
  - get feedback to be sure the customer is, in fact, satisfied with the results.

PROFESSIONAL EXPERIENCE - continued

Human Resource Management

- Developed a recruitment plan to attract the best possible candidate to fit company profile.
- Designed training facility and organization-wide training plan for 75 employees, with a focus on image and exceptional customer service.
- Employee Development: orientation, training and appraisal performance.
- Implemented an incentive point program, resulting in an dramatic increase in productivity.

Sales and Marketing

- Identified the initial target market. Established a client base in the local community, then expanded outward appropriately.
- Marketed an elite high profile team of security officers for special projects.
- Implemented innovative, workable sales and marketing systems.
- Created marketing plans, incorporating the appropriate media scheduled by a PERT method and budgeted accordingly.

EMPLOYMENT HISTORY

1989 - present	**Manager**	Imex International
1984 - 1989	**Pres. C.E.O.**	Elite Operations (Canada)
1983 - 1984	**Sales / Marketing**	Total Investigations
1981 - 1983	**Sales / Marketing**	Bay Area Investigations

EDUCATION AND PROFESSIONAL DEVELOPMENT

• Management Systems	Atomic Energy of Canada
• Marketing	Mohawk College
• Business Management	Mohawk College
• Psychology of Professional Selling	Mohawk College
• Organizational Behaviour	McMaster University

REFERENCES AVAILABLE UPON REQUEST

(8)

RECEIVED
FEB 24 1992
CITY CLERKS

February 19, 1992

Mr. Kevin Christenson,
Secretary, Transport &
Environment Committee.
City Hall, 71 Main St. West,
Hamilton, Ontario.
L8N 3T4

Re: Pedestrian Safety Advisory Sub Committee of the Transport & Environment Committee.

Dear Sir;

Please accept this letter as my application to fill one of the citizen member places on the above noted committee.

I have been involved in many projects for Pedestrian Safety in the past few years and have made several presentations to the Transport & Environment Committee and I have also made a presentation to the Safety Forum last April. I believe that my presentation in October of 1991 along with that of the Police and the Public Health Departments helped in the formulation of the concept of an Advisory Committee. Having been there since the beginning, so to speak, I feel that my involvement with this committee in the future would be a natural progression.

I believe that I could make a positive contribution to this committee on behalf of the citizen's of Hamilton. My efforts in the past have encompassed the whole of Hamilton-Wentworth. I believe that now is the time for people to work <u>together</u> and I feel that this Advisory Committee has the potential to make a difference in the area of Pedestrian Safety.

Thank you in advance for your time and should you have any questions please call me at 522-4172. I remain,

Yours truly,

Wendy Moore Spors
14 Miles Court,
Hamilton, Ontario.
L8P 4G6
522-4172

c.c.
Alderman Merling, Chairman
Mr. Marty Hazell, Manager, Traffic Services

J. SCHATZ
CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

1992 March 6

Wendy Moore Spors
14 Miles Court
Hamilton, Ontario
L8P 4G6

Dear Ms. Spors:

I wish to acknowledge receipt of your application to fill one of the citizen member positions on the Pedestrian Safety Advisory Sub-Committee of the Transport and Environment Committee.

Notices will be appearing in the Hamilton Spectator on 1992 March 10 and March 12 requesting applications for these citizen positions.

I will present your letter to the Selection Committee with the other applications received for consideration.

Should you require any further information, please do not hesitate to contact me at 546-2728.

Yours truly,

Kevin C. Christenson, Secretary
Transport and Environment Committee

THE HAMILTON COUNCIL OF
HOME AND SCHOOL ASSOCIATIONS

AFFILIATED WITH
ONTARIO FEDERATION OF HOME AND SCHOOL ASSOCIATIONS

HAMILTON, ONTARIO

FOUNDED IN 1933

RECEIVED
MAR 11 1992
CITY CLERKS

58 Purvis Drive
Hamilton, Ontario
L8S 2S4
March 11, 1992

The Hamilton Council of Home and School Associations respectfully requests that a position on the new Pedestrian Safety Advisory Committee be designated as a Hamilton Council of Home and School Associations position.

Hamilton Council would like to nominate Wendy Moore Spors to sit as its representative on this committee during the initial term of office.

Thank you for your consideration of the matter.

Sincerely,

Marg. Campbell

President,
Hamilton Council of
Home & School Associations
(522-3913)

Stinson Community Association

RECEIVED
FEB 24 1992
CITY CLERKS

Mr. Kevin Christenson,
Transport and Environment Committee,
City Hall,
71 Main Street West,
Hamilton, Ontario.
L8N 3T4

February 24, 1992.

re: Pedestrian Safety Advisory Subcommittee

Dear Mr. Christenson:

One very important piece of information that Marty Hazell brought to the **Child Pedestrian Safety Initiatives Workshop** on February 6th was the formation of the Pedestrian Safety Advisory Subcommittee. I was invited as a citizen participant and I worked along side Mr. Hazell, Public Health and the Police to address and confront the issues of child and pedestrian safety.

I know we all share the hope that this newly-forming sub-committee will work in concert with the Transport and Environment Committee at City Hall to effectively and efficiently address pedestrian safety concerns which affect us all.

The purpose of this letter is to support and endorse the application of a fellow citizen to sit on this new subcommittee. I feel absolutely confident that Ms. Wendy Moore Spors will do a first-rate job as a citizen appointee.

On her own initiative and along with the Child Pedestrian Safety Initiatives Project, Ms. Moore Spors has worked willingly and with great commitment to bring the safety concerns of children and pedestrians into the forefront. She is forth-right and methodical and will be an asset to the proposed multidisciplinary team. Participants at the February 6th workshop were unanimous in our endorsement of Wendy as a citizen representative.

I thank you for your serious consideration of my letter and wish you every success with this important safety initiative.

Yours sincerely,

Helaine Ortmann

Helaine Ortmann,
Public Relations.

cc: Mr. Marty Hazell
Alderman Henry Merling

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Health Services
25 Main Street West
4th Floor
Hamilton, Ontario

528-1441

Fax: 528-2205
528-8773

Mailing Address:
P.O. Box 897
Hamilton, Ontario
L8N 3P6

RECEIVED
MAR 2 1992
CITY CLERKS

Kevin Christianson
Secretary
Transportation and Environment Committee
Regional Municipality of Hamilton-Wentworth

March 2 1992

Dear Mr. Christianson

Re: Pedestrian Safety Sub-Committee

This letter is to recommend the appointment of Wendy Moore-Spors of 14 Miles Court in Hamilton to the newly formed Pedestrian Safety Sub-Committee. I believe that Wendy will be a fine citizen representative on this committee as she is familiar with the issues surrounding pedestrian injury.

I have had the privilege of working with Wendy over the past 18 months and know her to be a tireless and enthusiastic proponent of pedestrian safety. She is a hard-working, straight forward individual who has superior verbal and written skills. I have seen Wendy speak at a public forum, at a Public Health Nurse's workshop and at committee meetings at city hall. I have seen many of the reports and submissions to the Transportation and Environment committee written by her and find them easy to read and understand.

Wendy is a well-informed, articulate individual who will make a tremendous contribution to the Pedestrian Safety Sub-Committee.

Sincerely

Kim Sheppard

Kim Sheppard R.N. B.Sc.N.
Project Co-ordinator
Child Pedestrian Safety Initiatives

c.c. Mr. Marty Hazel
Alderman Henry Merling

CITY OF HAMILTON

- RECOMMENDATION -

8.

DATE: 1992 March 23

REPORT TO: Chairperson and Members
Transport and Environment Committee

FROM: Mr. K. C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:

Air and Waste Management Association
1992 Spring Conference 1992 April 26 to April 29
Toronto, Ontario

RECOMMENDATION:

(a) That the Chairperson or his designate be authorized to attend the Air and Waste Management Association 1992 Spring Conference to take place on 1992 April 26 to April 29, Toronto, Ontario.

(b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Costs to be charged to Aldermen Travel Account No. CH55201 10010

BACKGROUND:

Attached is a Schedule of Events and Convention Outline.

Attachment

AWMA
ONTARIO SECTION

1992 SPRING CONFERENCE

INTEGRATED AND INNOVATIVE APPROACHES TO ENVIRONMENTAL MANAGEMENT IN THE 90'S

APRIL 26 -29, 1992

DELTA CHELSEA INN
33 GERRARD STREET WEST
TORONTO, ONTARIO
M5G-1Z4

Make Cheques Payable To:

AWMA-OS 1992 Spring Conference

Forward with registration to:

THE REGISTRAR

Ms. Carol McLeod
Post Office Box 191
Newmarket, Ontario
L3Y-4X1

Tuesday April 28, 1992 Morning

Session 3
Air Toxics
Chair: Gary De Brou, Ontario Ministry of the Environment

1) USEPA Air Toxics (to be confirmed)
2) Windsor Air Toxics Study
3) Mobile Monitoring of Industrial Emissions
4) Sarnia VOC Study
5) Environment Canada Air Pollution Control Strategies

Session 4
Site Remediation
Chair: Rob Booth, Wastewater Technology Centre

1) Clean-up Criteria for Contaminated Sites in Ontario
2) Clean-up Technology Demonstration for the Toronto Harbour Commission Property
3) Thermal Reduction Treatment of Contaminated Soils and Sediments Using the Ecologic Hazardous Waste Processor
4) Bioremediation of PCP and PAH Contaminated Soils
5) Enhanced Oxidation Treatment of VOC's in Groundwater at the Gloucester Landfill Site

Tuesday April 28,1992 Afternoon

Closing Plenary Session
Pollution Prevention The Strategy of the 90's
Chair: Syd Barton, ORTECH International

1) The MOE Strategy on Pollution Prevention
2) Pollution Prevention - A New Federal Initiative
3) The CCPA National Emission Reduction Masterplan
4) Environmental Technology Development in Canada

Wednesday April 29,1992 Morning

Toronto Harbour Commission Site Visit

THE COMMITTEE

CHAIR
Charles Coles, St. Lawrence Cement
Tel. (416) 822-1653, Fax. 822-7445

TECHNICAL PROGRAM
Syd Barton, ORTECH International
Tel. (416) 822-4111, Fax. 823-1446

Murray Greenfield, Dofasco
Tel. (416) 544-3761, Fax. 548-4263

Gary De Brou, Ontario Ministry of the Environment
Tel. (416) 259-2886, Fax. 259-0705

EXHIBITS
Alan Screen, ABB Flakt
Tel. (416) 273-7920, Fax. 637-6999

TREASURER
Rob Tooley, Ontario Ministry of the Environment
Tel. (416) 326-1625, Fax. 326-1733

LOCAL ARRANGEMENTS
Gord Howarth, Biorem Inc.
Tel. (519) 746 8973, Fax. 747-2207

PUBLICITY
Brian Jantzi, Ontario Hydro
Tel. (416) 592-9856, Fax. 592-9061

CONSULTANT'S BUFFET
Dan Dobrin, Ontario Ministry of the Environment
Tel. (416) 424-3000, Fax. 963-2439

REGISTRATION
Carol McLeod, MLMS Services
Tel. (416) 898-1040, Fax. 898-7937

AWMA
ONTARIO SECTION

MAR - 2 1992

ONTARIO SECTION

1992 Spring Conference
FIRST CIRCULAR

INTEGRATED AND INNOVATIVE APPROACHES TO ENVIRONMENTAL MANAGEMENT IN THE 90'S

April 26 - 29, 1992

Delta Chelsea Inn
33 Gerrard Street West
Toronto, Ontario

Printed on Recycled Paper, Please Recycle

OVERVIEW

The Air & Waste Management Association, Ontario Section annual spring conference this year will provide a provocative forum for the discussion of regulatory, technical, social and economic issues affecting industry in Ontario and Canada. A wide spectrum of industrial, government and technical speakers will present their perspectives on such issues as:

* The Impact of Regulatory Agency Initiatives,
* Integrated Air Pollution Control Programs,
* Life Cycle Analysis,
* Air Toxics,
* Site Remediation,
* Pollution Prevention - The Strategy of the 90's

An exhibition presented by environmental equipment and service suppliers will highlight "Innovations in Environmental Management."

An industrial site visit has been arranged to illustrate how integrated and innovative approaches are now being used.

BACKGROUND

The Air & Waste Management Association is the premier organization for environmental management professionals. It is a non-profit, technical and educational organization with more than 12,000 members in over 50 countries. Founded in 1907, the Association provides a neutral forum where all viewpoints of an environmental management issue receive equal consideration. The Associations technical scope has three parts; air pollution control, environmental management and waste processing and control. Members plan, develop and present programs that are designed to exchange information, enhance skills & knowledge and increase the efficiency and effectiveness of environmental management.

The Ontario Section provides a forum, via meetings organized throughout the year (including the spring, fall and speciality conferences) for an exchange of information and views on emerging issues in Ontario and Canada. Meetings are typically attended by staff of federal and provincial environment ministries, industrial personnel, scientific and engineering professionals, representatives of legal and economic professions, interested members of the community, students and teachers.

ACCOMMODATION

There are preferred room rates at the Delta Chelsea Inn of:

*single, $104.00 per night,
*double, $119.00 per night,
* plus applicable taxes.

For reservations, call the hotel directly at 1-800-877-1133 and quote reference code GHW-AST.

PROGRAM

Sunday April 26, 1992 Evening
Pre-registration/Wine & Cheese Reception

Monday April 27, 1992 Morning
Opening Plenary Session
The Need For Integration of Regulatory Initiatives
Chair: Charles Coles, St. Lawrence Cement
1) Federal Government Initiatives
2) Provincial Government Initiatives
3) The United States Environmental Protection Agencies Approach
4) Integration of Jurisdiction Approaches
5) An Industrial Perspective

Monday April 27, 1992 Afternoon
Concurrent Session 1
Integrated Air Pollution Control Program
Chair: Judy Ryan, Ontario Hydro
1) NOx/VOC Plan
2) SOx/NOx Emission Reduction at Ontario Hydro
3) The MOE Vehicular Emissions Strategy
4) Fugitive Emission
5) Emissions Trading

Concurrent Session 2
Life Cycle Analysis
Chair: Murray Greenfield, Dofasco
1) Product Stewardship & Lifecycle Analysis
2) "Lifecycle Analysis", An Integral Part of the National Packaging Protocol
3) The Use of Lifecycle Analysis for Ecologo Labelling
4) Conducting a Lifecycle Assessment of Packaging Materials
5) A Lifecycle Analysis Test Case

DETACH AND FORWARD REGISTRATION FORM TODAY

REGISTRATION FORM

REGISTRATION FEES: (7% GST included)

FULL REGISTRATION (includes meals)	ADVANCE (Posted by April 8,1992)	AT DOOR
AWMA Members	$267.50___	$347.75___
Non-Members	$278.20___	$358.45___
April 27 only	$160.50___	$192.60___
April 28 only	$160.50___	$192.60___

EXHIBITS, includes 8' x 10' booth plus three exhibits only passes.

	$401.25___	N/A
EXTRAS (each)		
Lunch Tickets	$32.10___	$32.10___
Dinner Tickets	$53.50___	$53.50___
Exhibits only passes	$10.70___	$10.70___
Spouses registration (meals)	$53.50___	$53.50___
Site Visit Deposit (will be refunded at location)	$21.40___	$21.40___

Total enclosed: $ _____

Make cheques payable to: AWMA-OS 1992 Spring Conference

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Air and Waste Management Association

(Ontario Section)
(formerly Air Pollution Control Association)

Spring Dinner Meeting

Wednesday, March 25, 1992
Cash Bar 6:00 pm
Dinner 7:00 pm

Scarboro Golf and Country Club

The Gold Lounge
Scarboro Golf Club Road, Scarborough, Ontario

Cost : $45

Speaker : Dennis Lang, Toronto Harbour Commissioners

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CITY COUNCIL
HAMILTON, CANADA

Alderm

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 – WARD 2

9.

20 March 1992

RECEIVED
MAR 25 1992
CITY CLERKS

Alderman Henry Merling, Chairman
Transport & Environment Committee

Dear Alderman Merling:

RE: NORRIS TRANSPORT LTD., 120 FERRIE ST. E.

Attached is a copy of a petition I received from the neighbourhood regarding the above.

Residents are requesting that the company be relocated to a commercially zoned location for various reasons.

I would ask that this matter be placed on an agenda of the Transport & Environment Committee for discussion as to the possibility of relocating this company to a commercially zoned area and re-establishing the lands for residential purposes.

I have also enclosed a copy of a letter sent to various Departments to address the concern of the residents while the matter is being looked into by the Committee.

Please advise when this matter will be placed on the agenda.

Thank you for your cooperation.

Sincerely,

Vince Agro

Vince Agro
Alderman, Ward 2

VJA:sn

Encl. 2

c.c. Mr. K. Christenson, Secretary, Transport & Environment Committee
Petitioners

CITY COUNCIL
HAMILTON, CANADA

Alderman Vince Agro

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20 March 1992

Memo to: Mr. L. King, Building Department
Dr. F. Scott, Medical Officer of Health
Mr. M. Main, Director of Traffic Services
Mr. D. Lobo, Acting Director of Public Works
Mr. D. Vyce, Director of Property Department
Mr. J. Thoms, Acting Director, Economic Development & Planning

From: Alderman Vince Agro, Ward 2

RE: NORRIS TRANSPORT LTD., 120 FERRIE ST. E.

Residents in the area have submitted a petition to the Transport & Environment Committee regarding the possible purchasing and relocating of this company to a commercially zoned area in order to re-establish the lands for residential purposes in keeping with the general character of the neighbourhood.

In the meantime, however, there are concerns about the fumes and dust that generate from this property and the fact that there is a gas tank underground which might be dangerous.

Also on the east side of the property there is parking which should be prohibited as the land is in fact an alleyway.

Could each of your Departments investigate and take the necessary actions to correct these problems for the residents in the neighbourhood and report back to me on the situation.

Thank you for your cooperation and I look forward to your reply.

VJA:sn

c.c. Petitioners

PETITION FOR A LOCATION CHANGE FOR:

AUG - - 1991

NORRIS TRANSPORT LIMITED
120 Ferrie Street East
Hamilton, Ontario

The neighborhood of Ferries Street are demanding that Norris Transport Company move to a commercially zoned location.

Residents in the area are subjected to trucks running at all times of the day and night. They must live with unhealthy fumes, dust and noise pollution each weekday.

In the evenings and on the weekends, the parking lot is used to drag race. The gravel flies all over the sidewalk and street. We are also concerned for the safety of our children.

Name	Address
John Mendicino	134 FERRIE ST. E.
Giovanna Mendicino	134 Ferrie ST.E
Linda Cavilletti	132 Simcoe St E
Bianca Mendicino	134 FERRIE ST. E.
Vince Mendicino	134 Ferrie ST. E.
Mike Medeiros	460 Mary st. N
Beatriz Gouveia	195 Simcoe ST
Maria Gouveia	195 Simcoe St E.
Linda Medeiros	460 Mary st. N
Tony Medeiros	460 Mary st. N

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Name	Address
Mrs S. Monaka	135 Ferrie St East
Mrs. I. Hastings	133 Ferrie St. E.
Gary Amaral	199 Ferrie St. E.
Sharon & Bob Dean	153 Ferrie St E
Sam Cipolla	159 Ferrie St E
L Laufman	200 Ferrie St. E
Rui Barbosa	167 Simcoe St E
Mike Amorim	155 Simcoe St E
ROBERT FRASER	129 Simcoe St E., Hm
Nelia Amaral	199 Ferrie St. E

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RUST	25078	ROUILLE
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